

# NOMINATION REPORT for Local Landmark Status

## Label Street Manufacturing District

16 Label Street - Block 3307 - Lot 5

18 Label Street - Block 3307 - Lot 6

6-10 Erie Street -Block 3307 - Lot 7



16 Label Street - Parcel 1



18 Label Street - Parcel 2



6-10 Erie Street - Parcel 3

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This report has been prepared pursuant to Montclair **Code Section 347-135B (1).**

**347-135B (1): Nomination Proposals.** The party proposing for designation under this section shall prepare and submit to the Commission a nomination report for each proposed property, site or district. For historic district designations, the report shall include a building-by-building inventory of all properties within the district, photographs of representative properties within the district, a property map of district showing boundaries, and a physical description and statement of significance for the district. For individual landmark designations, the report shall include one or more photographs, the tax lot and block number of the property as designated on the Official Tax Map of the township and a physical description and statement of significance and proposed utilization of the site.

This report is based on research and writing by Kathleen M. Bennett and members of the preservation community of Montclair. Special thanks to Erin Benz of the Montclair History Center and Marissa Shaari of the Montclair Public Library and the dedicated librarians in the New Jersey Room at the Newark Public Library and Montclair University Library. Richard P. McKnight, park historian and archivist of the Steamtown National Historic Site in Scranton, Pa. provided information on the existing railroad structure at the site. The title search research was conducted by Vested Land Service, LLC., located in Fairfield, NJ.

## **1. Project Description**

Three contiguous lots, all within Block 3307 on the Township of Montclair Tax Map, denominated for purposes of this study as Parcel 1 (16 Label Street), Parcel 2 (18 Label Street, and Parcel 3 (6-10 Erie Street), and bounded by Forest Street, Label Street, Erie Street and Oak Place comprise the study area for the *Label Street Manufacturing District*.

This report examines the industrial aspect of the study area through its history and remaining buildings. The Period of Significance begins with the creation of the Samuel Crump Label Company in 1876 to 1961 when the Oiljak Manufacturing Company, Inc. divested its holdings in Montclair and moved its operation to Pennsylvania. Two of the buildings extant on these sites are original to the United States Printing Company, associated with the Samuel Crump Label manufacturing business, they exist on Parcel 3 (6 - 10 Erie Street). The 1937 Vehicle Inspection Station, built on the site of one of the demolished Crump factory buildings is located on Parcel 1. The remnants of the railway bridge over Toney's Brook, dating from 1907 are located on Parcel 2. A concrete block building dating from the Oiljak occupancy of the property is also located on Parcel 2.

The Samuel Crump Label Company was the original factory to occupy this land beginning in 1876. Over time, subsequent paper companies and other small manufacturing businesses were established in the area. The report details the history of this light manufacturing quarter and the unique role it played in the development of the Township.

Today, the study area for the *Label Street Manufacturing District* is a vital portion of the potential historic district known as the *Walnut Street Business Area* as identified in the *Historic Preservation Element of the Township Master Plan*, prepared by Building Conservation Associates in 2016. <sup>1</sup> According to the Master Plan, the Walnut Street Area “demonstrates a unique architectural identity, and is known for its historic association with the development of the railroad and .....industrial development”.

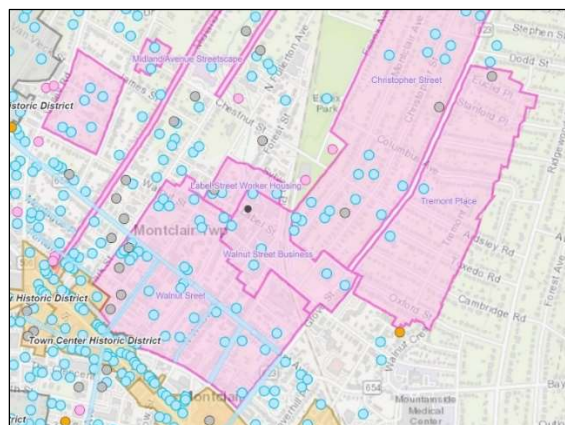


Figure 1. Montclair Township Online Map Viewer

<https://mtnjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=cb868e4816b94e52960fec6a3acfb1ffhttps>

<sup>1</sup> *Historic Preservation Element of the Township Master Plan*. Township of Montclair: Montclair, NJ. 2016. 86.



## **2. Executive Summary**

The Township of Montclair Historic Preservation Commission (HPC) in June 1994. When the governing body enacted the Historic Preservation Ordinance of the Township of Montclair, pursuant to the authority vested in the Township by the New Jersey Municipal Land Use Law (MLUL), N.J.S.A. 40-55D-107. The municipal ordinance is found at Sections 347-126 through 347-146 in the Montclair Zoning Ordinance. The HPC is charged with protecting, enhancing, and perpetuating especially noteworthy examples or elements of the township's environment in order to:

- (1) Safeguard the heritage of Montclair by preserving resources which reflect elements of its cultural, social, and architectural history
- (2) Encourage the continued use of historic and/or noteworthy buildings or structures
- (3) Foster civic pride in the history and architecture of the Township
- (4) Promote the economic welfare of the township through the preservation of historic sites and landscapes
- (5) Enhance the visual and aesthetic character, diversity continuity and interest in the township and its neighborhoods
- (6) Discourage the unnecessary demolition or other destruction of historic resources
- (7) Encourage beautification and private investment in the township
- (8) Promote the economic welfare of the township through the preservation of its historic sites and landscapes

Montclair Code Section 347-135A, identifies the criteria for designation, stating that "the Commission shall consider as worthy of designation those buildings, structures, objects, sites and districts that have integrity of location, design, setting, materials, workmanship, feeling and association and that meet one or more of the following criteria:

- (1) Are associated with events that have made a significant contribution to the broad patterns of our history.
- (2) Are associated with the lives of persons significant in our past.
- (3) Embody distinctive characteristics of a type, period, or method of construction; that represent the work of a master; that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.
- (4) Have yielded or may be likely to yield information important to prehistory or history.
- (5) Are otherwise of particular historic significance to the Township of Montclair by reflecting or exemplifying the broad cultural, political, economic or social history of the nation, state, region or community".

Based on research of the history, the buildings and the significance of local and national trends interpreted with the context of the proposed *Label Street Manufacturing Historic District*, as set forth in this study, the Montclair HPC, pursuant to its authority under N.J.S.A. 40:55D-109b and the municipal ordinance, finds that the criteria for designation are met.

The Montclair HPC proposes that the three lots denominated as Parcel 1, Parcel 2 and Parcel 3 be identified and included within the Historic Preservation Element of the Master Plan, as a local landmarked historic district site, known as the *Label Street Manufacturing Historic District* and/or that the historic district site be locally landmarked directly by the governing body pursuant to authority bested in it by N.J.S.A. 40-55D-65.

### 3. Study Area

The three parcels within the proposed Label Street Manufacturing Area are shown in figure 2 (inset below) and include the following:

#### Parcel 1

- Block 3307, Lot 5
- 16 Label Street
- One building

#### Parcel 2

- Block 3307, Lot 6
- 18 Label Street
- One building and one historic structure of steel beams crossing Toney's Brook

#### Parcel 3

- Block 3307, Lot 7
- 6 - 10 Erie Street
- Two buildings

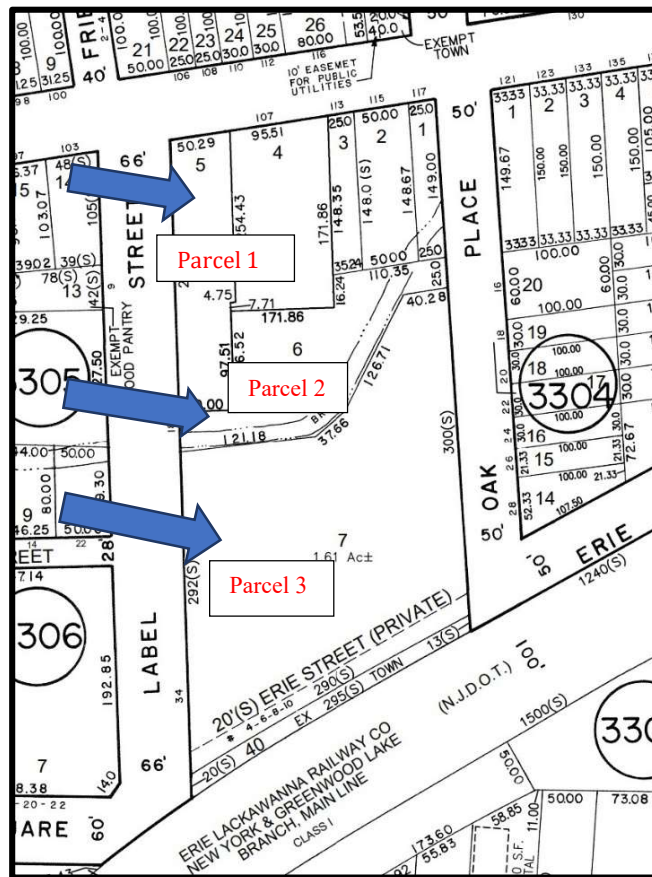


Figure 2. Township tax map, 2023, with parcel areas indicated by arrows.

### **3.1 Property Fact Sheets**

#### **Parcel 1 – 16 Label Street**

Address:	16 Label Street
Block:	3307
Lot:	5
Zone:	C2 – General Business & Light Manufacturing
Property Size:	5,756 sq. ft.
Acres:	0

Year Built:	1937
Designer/Architect:	Clifford C. Wendehack
Stories:	1 story
Exterior Finish:	brick



Figure 3. – 16 Label Street. NJ Parcels. <https://www.njparcels.com/property/0713/3307/5>

**Parcel 2 – 18 Label Street**

Address:	18 Label Street
Block:	3307
Lot:	6
Zone:	C2 – General Business & Light Manufacturing
Property Size:	8,137 sq. ft.
Acres:	0

Year Built:	ca. 1946
Designer/Architect:	Unknown
Stories:	1 story
Exterior Finish:	Cinder-block
Additional Structure	Steel beams crossing Toney's Brook – remnants of railway siding bridge dated 1907 as per <i>Sanborn Insurance Map</i> .



Figure 4. – 18 Label Street. NJ Parcels. <https://www.njparcels.com/property/0713/3307/6>

**Parcel 3 – 6-10 Erie Street**

Address:	6 -10 Erie Street
Block:	3307
Lot:	7
Zone:	C2 – General Business & Light Manufacturing
Property Size:	68,000 sq. ft.
Acres:	2

Year Built:	1906 and 1907 – 2 buildings
Designer/Architect:	Unknown
Stories:	2 stories and 1 story – 2 buildings
Exterior Finish:	Brick



Figure 5. 6-10 Erie Street. NJ Parcels. <https://www.njparcels.com/property/0713/3307/7>



**3.2 Ariel view of Properties.**



Figure 6. – Current view. Google Earth Maps. 2022.



#### 4. Maps of Parcels

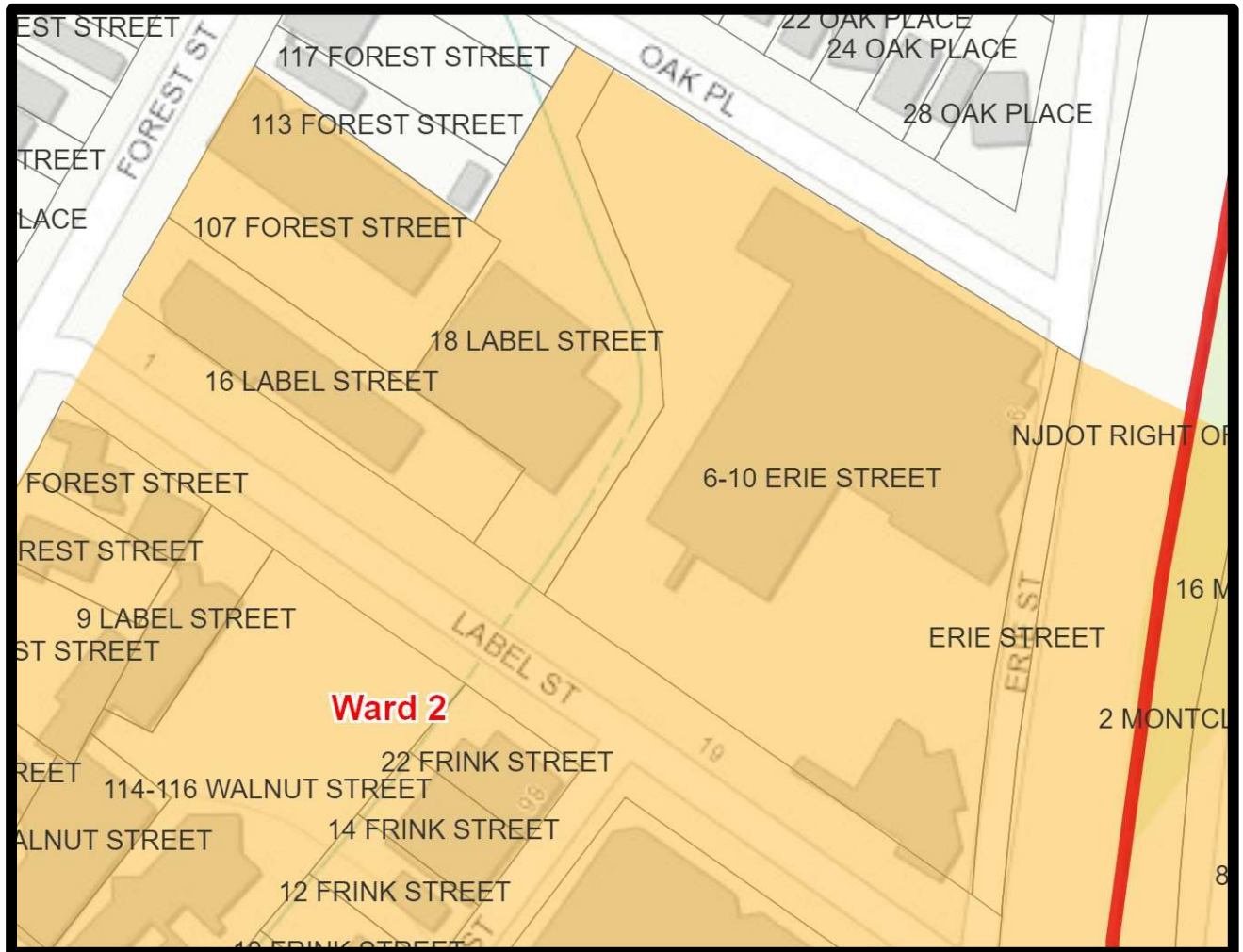


Figure 7. - Montclair Online Township Map Viewer.

<https://mtnjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=cc4800613230437db2a981a480dd4104>

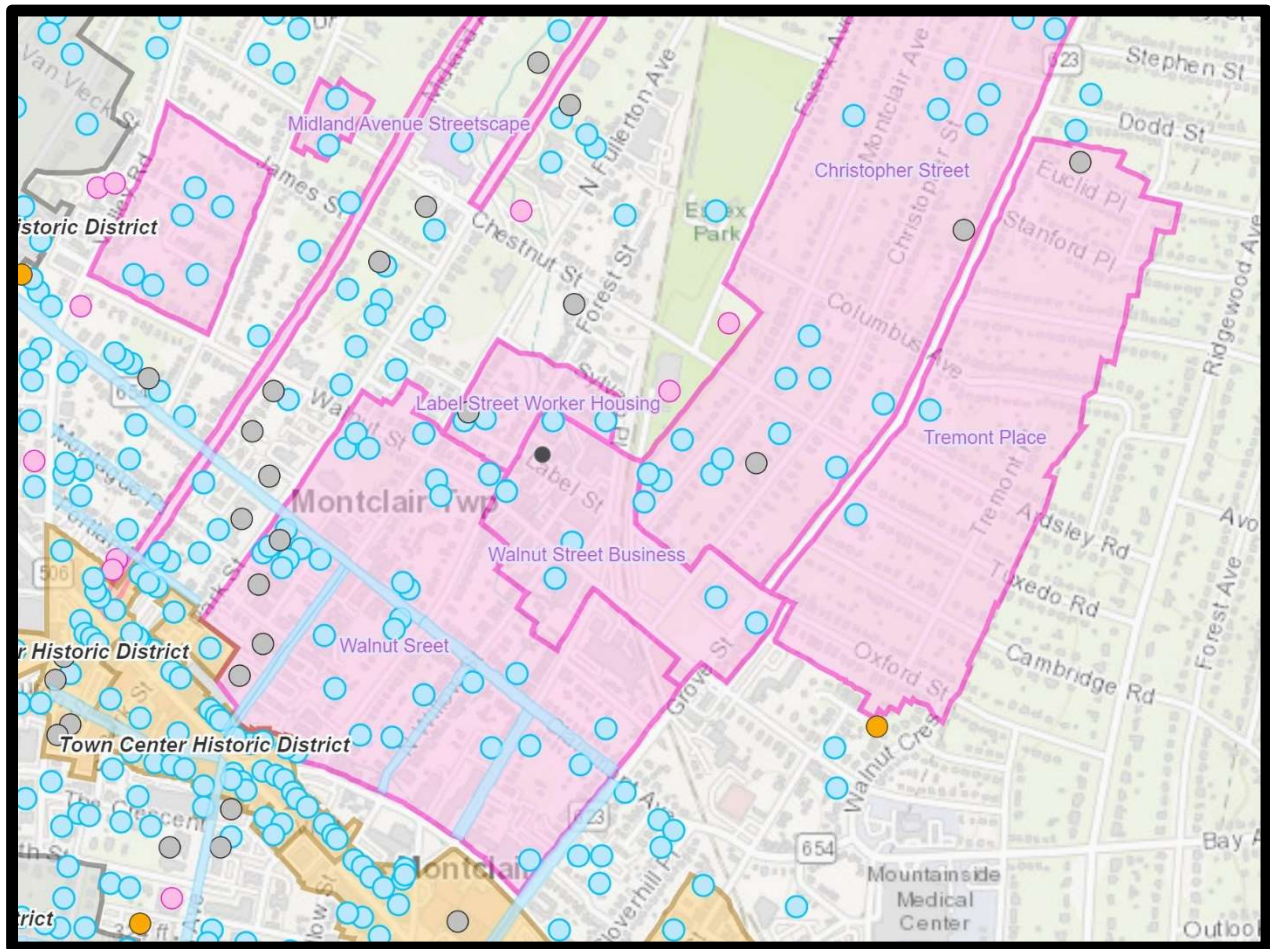


Figure 8. - Montclair Online Township Map Viewer. Showing the three potential historic districts known as the *Walnut Street Historic District*, the *Walnut Street Business Historic District* and the *Label Street Worker Housing Historic District*.

<https://mtnjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=cb868e4816b94e52960fec6a3acfb1ff>

## **5. History of the Area**

### **5.1 Development of Early Industries in the Label Street Area**

Montclair's early manufacturing history centered along Toney's Brook, a tributary of the Second River which flows into the Passaic River near Newark. Henry Whittemore wrote in 1894 in *The History of Montclair Township* that Toney's Brook was the source of Montclair's "manufactories". As he describes: "Two rivulets rise in the northern part of the present stream anciently known as Second River. The first of these known as 'Toney's Brook' (named probably from Anthony Oliff, one of the early settlers at the mountain), though now an insignificant stream, was early utilized for manufacturing purposes, and furnished sufficient power to run two or three mills, which gave this part of the township its first impetus".<sup>2</sup>

Long overshadowed by the residential development of the township with its "elegant villa sites and stately mansions, surrounded by spacious and well-kept lawns,"<sup>3</sup> this Montclair neighborhood, bounded by Label Street, Erie Street, and Oak Place, relied on the power provided by Toney's Brook to sustain a number of small, light manufacturing companies, which stretched from Label and Walnut Streets and across Bloomfield Avenue. At the beginning of the 19<sup>th</sup> century, the waterfall of Toney's Brook was sufficient to furnish from 50-75 horse power.<sup>4</sup>

Toney's Brook traversed the township from the northwest corner to the south, as an open brook, eventually reaching Newark and the Passaic River. A meandering stream through the Upper Montclair meadows, gravity increased the water power as it neared Bloomfield Ave. and powered the industries in the Label and Walnut Streets and Bloomfield Avenue areas.



Figure 9. 1894 View of Toney's Brook. Montclair. *Montclair Times*. June 7, 1930. 12.

<sup>2</sup> *History of Montclair Township; History of the Families Who have been identified with its Growth and Prosperity*. Henry Whittemore. New York: Suburban Publishing Company, 1894. 35

<sup>3</sup> *Bloomfield and Montclair and their Leading Business Men*. J. Austin Williams. Newark: Mercantile Publishing Company, 1891. 28.

<sup>4</sup> *History of Montclair Township; History of the Families Who have been Identified with its Growth and Prosperity*. Henry Whittemore. New York: Suburban Publishing Company, 1894. 37.



As early as 1675, Thomas Davis of Bloomfield employed the “liberty to set up a saw mill” on Toney’s Brook close to Bloomfield Avenue. <sup>5</sup> Wheeler’s Paper Mill, established in 1858 to the south of Bloomfield Avenue, was the largest producer of straw board in the country. Wilde’s Wool Mill and Crane’s Cotton Mill were soon established in the same area taking advantage of the “streams ...(which) are the source of wealth to the township, and have converted it almost into a manufacturing village” by the early 19<sup>th</sup> century. <sup>6</sup>

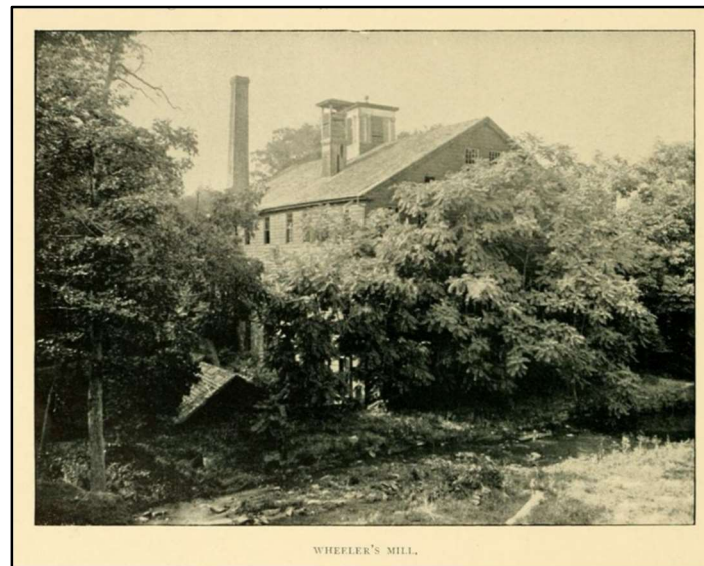


Figure 10. 1894 view of Wheeler’s Mill on Tony’s Brook from *History of Montclair Township: History of the Families Who have been Identified with its Growth and Prosperity*. P. 36.

The introduction and expansion of manufacturing fostered a change in the area from agricultural to light industrial, but it was the introduction of the railroad that spurred increased residential and manufacturing development during the second half of the century. <sup>7</sup>

Railroad service arrived in Montclair in 1856, with a terminus on Bloomfield Avenue and Grove Street. <sup>8</sup> The Newark and Bloomfield Railroad, eventually the Delaware, Lackawanna and Western Railroad, originated in Buffalo and terminated in Hoboken. The railroad served the commuting population with service to Newark and Hoboken and connecting ferries to New York City. The railroad brought raw materials needed for numerous

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<sup>5</sup> *Collections of the New Jersey Historical Society: Records of the Town of Newark, New Jersey, from its settlement in 1666, to its incorporation as a city in 1836*. Newark: New Jersey Historical Society, 1864. 108.

<sup>6</sup> Whittemore. *History of Montclair Township: History of the Families Who have been Identified with its Growth and Prosperity*. 37.

<sup>7</sup> Eleanor McArey Price, “Historic Resources of Montclair Multiple Resource Area”, National Register of Historic Places Inventory. Preservation Montclair, Montclair, NJ, 1986. Section 8, 5.

<sup>8</sup> Whittemore. *History of Montclair Township: History of the Families Who have been Identified with its Growth and Prosperity*. 42. The Newark and Bloomfield Railroad provided transportation between Montclair and Newark, where it connected with the Morris and Essex. Eventually, this company took control of the line, leasing it to the Delaware Lackawanna and Western.

industries from upstate New York and western New Jersey. It also enabled manufacturers to ship finished goods to Newark, New York City, and beyond.<sup>9</sup>

In 1872, the Montclair Railway was established and provided service from Croxton in Jersey City to Greenwood Lake in New York state.<sup>10</sup> The New York and Greenwood Lake Railroad assumed management of the route in 1878.<sup>11</sup> Continuing to serve Montclair, this company created five train stations: Walnut, Watchung, Upper Montclair, Mountain and College Avenue.<sup>12</sup> The Walnut Street Station served the manufacturing companies in the Label Street area. Ready access to rail transportation, which moved people, raw material and finished products was instrumental to their success.

Montclair's population was growing rapidly in the late-19<sup>th</sup> and early 20<sup>th</sup> centuries. A mixture of wealthy residents with an immigrant population of Irish, Italian and African-American benefited from the salubrious environment and proximity to regional transportation.

Aided by the ready access to rail transportation, American industry exploded by the middle of the 19<sup>th</sup> century. It was a time in which manufacturing and industrial output increased by up to eighty-five percent and New Jersey's population doubled, providing a ready workforce for the factories.<sup>13</sup> Reflecting national trends, Montclair's wealthy entrepreneurs provided the capital to support a vigorous, local labor force.



Figure 11. Detail of *Map of the Railroads of New Jersey*. 1887. John VanCleaf and J. Brostard Betts. Showing the two separate railroad lines which served Montclair in the 19<sup>th</sup> century; the Delaware, Lackawanna and Western with a terminus at Lackawanna Station and the Erie Railroad (today the Greenwood Lake Railroad), terminating in Jersey City with five stations in Montclair.

<sup>9</sup> Richard K. Cacioppo. *The Glory of Montclair: Past and Present. The Ultimate Guide*. 35.

<sup>10</sup> Rev. Charles E. Knox. "Bloomfield Township", *History of Essex and Hudson Counties*. Chap. LVVIII. 393.

<sup>11</sup> *New York Times*. December 18, 1878.

<sup>12</sup> PLACEHOLDER

<sup>13</sup> *New Jersey: History of Ingenuity and Industry*. James P. Johnson. United States of America: Windsor Publications, 1987. 135.



## 5.2 Samuel Crump & Company 1876-1891



Figure 12. *The Ephemera Society of America*. <https://www.ephemerasociety.org/labels-by-crump/>

Within this milieu of 19<sup>th</sup> century capitalism, Crump & Co. Label Company operated a thriving business in New York City. Established in 1832 with premises on Nassau Street, the company produced colorful, well-designed labels for food, medicine, “show card” advertisements and “fancy” printing.<sup>14</sup> Founded by Samuel Crump, an immigrant from Wales, the company excelled in wood engraving and printing. The Crump family settled in Brooklyn and his son, Samuel Jr. assumed control of all aspects of the business after the retirement of his father in 1861.<sup>15</sup> The expanded Crump and Co. operated at locations on Fulton Street and Nassau Streets in lower Manhattan.<sup>16</sup>



Figure 13. *The Ephemera Society of America*. <https://www.ephemerasociety.org/labels-by-crump/>

<sup>14</sup> *The New York Herald*. New York. July 9, 1862. 6. Samuel Crump Jr. was born in 1842 and died in 1925. He and his wife are interred in Green Wood Cemetery in Brooklyn, NY.

<sup>15</sup> Historical Publishing Company. *Industries of New Jersey. Essex County including the City of Newark, the Oranges, Montclair, Bloomfield and Belleville*. New York, Philadelphia and Belleville, 1882. 784.

<sup>16</sup> H. Wilson. *Trow's New York City Directory*. New York, 1861. 34.

Samuel Crump Jr, was on the path to larger endeavors. He registered a trademark for his business with the Library of Congress in 1872. In 1875, Crump partnered with William K. Everdell, the son of Colonel William Everdell, a Civil War veteran. Everdell is credited with introducing color printing to his family’s printing business located at 104 Fulton Street, NYC.<sup>17</sup> Crump and Everdell’s new business announced the “designing, engraving and printing in Colors, and of manufacturing Labels at the old stand of Crump’s Label Press, 73-75 Fulton Street, NYC.”<sup>18</sup>

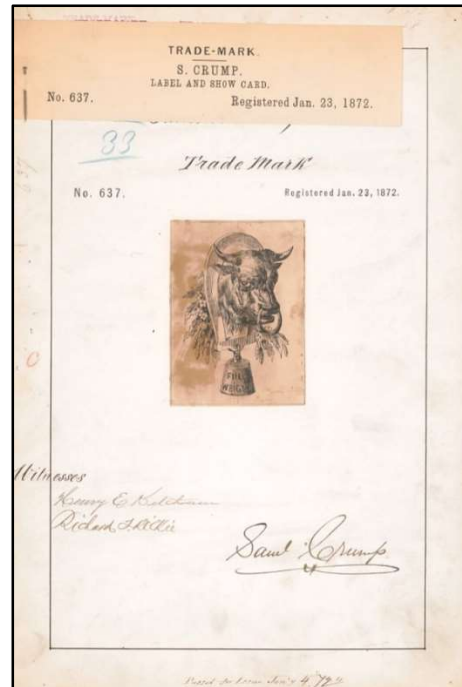


Figure 14. Library of Congress. [\[Trademark registration by S. Crump for Crump's Label Press Brand Labels and Show-Cards for Manufacturers\]](#) 1872 Oct. 1. | 1 item; TRADEMARKS, no. 1011 [P&P].

Outgrowing the premises on Fulton Street and looking to expand the production of additional paper products, Crump purchased two acres of undeveloped land from Henry A. Dike, parallel to the Walnut Street Train Depot in Montclair. The acreage extended to Forest Street and included land to the south of the newly created Label Street. Toney’s Brook traversed the site. On February 1, 1876 a deed recorded in Book T 18, page 99 Essex County, describes this property as:

“Beginning at the northeasterly corner of lands of Loomis and Frink, and at the intersection of the center line of a new street with the westerly line of the Montclair Railway Company; thence North twenty-eight degrees forty-nine minutes east, one hundred and thirty-seven feet nine inches, said corner being along said company’s westerly to its

<sup>17</sup> *The Brooklyn Daily Eagle*. November 5, 1912. 14.

<sup>18</sup> *New York Times*. January 2, 1875. 7.



intersection with the southerly line of lands of Amos Crane, thence along his said line by its several courses (1) North forty-six degrees, thirty-one minutes West four hundred and fifteen feet and four inches to the center of Toney's Brook; thence (2) North Fourteen degrees thirty- one minutes East, one hundred and four feet and six inches; Then (3) North eight degrees and forty-four minutes West one-hundred and seventy-Six feet and ten inches to an intersection with the center line of Forest Street; thence along said center line South thirty-six degrees and forty-six minutes West three-hundred and forty-four feet and eight and one- half inches to the intersection with the intersection with the center line of the new street aforementioned; thence along said last mentioned center line six-hundred and one foot and five inches to the place of beginning....to the center line of Label Street, being the Street hereafter known as a new street."

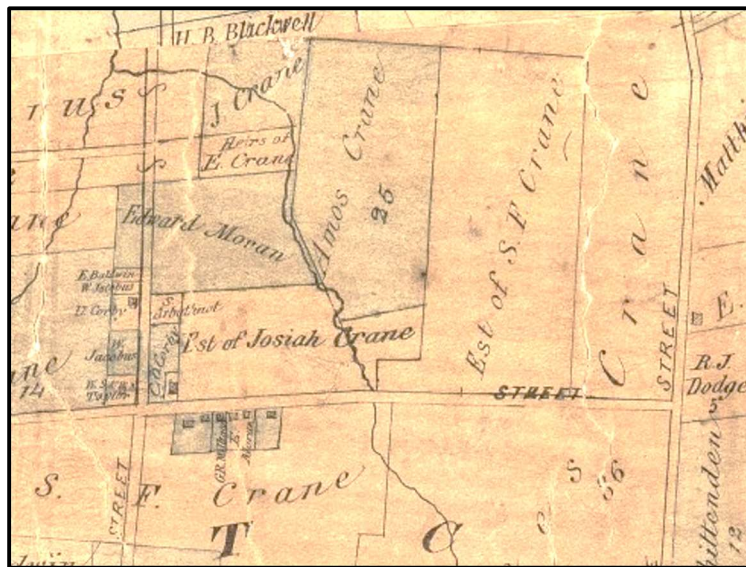


Figure 15. *Montclair Farm Map. Subscribers in Montclair and Business Reference*. 1865. Showing the original Crane homesteads, of which Samuel Crump and William K Everdell purchased portions in 1876 and 1877 (Deed Book T, p. 99. February 1, 1876 and Deed Book L19, p. 83, p. 83, September 5, 1877). Crump bought two additional tracts from Amos Crane in 1878 and 1881. (Deed Book S 19, p. 507, May 6, 1878 and Deed Book E27, p. 517, October 14, 1881). Courtesy of Montclair History Center. Note that this is prior to the construction of the Railroad line and the Walnut Street Railroad Station. Toney's Brook runs through the site

Crump's first land purchase in 1876 corresponds to portions of parcels 2 & 3 of the proposed landmark designation and land to the south of Label Street. They erected a two-story brick factory building with numerous additions, covering a lot 240 x 100 feet facing the newly created Label Street between Forest Avenue and Erie Street. A railroad siding was extended from the main line along the north side of the building. Employing 125 workers, they managed an operation in label and color printing and the manufacture of waterproof wall paper.<sup>19</sup>

An article published on April 21, 1877 in the *Montclair Times* states that the factory was without parallel:

<sup>19</sup> Whittmore. *History of Montclair Township: History of the Families Who have been Identified with its Growth and Prosperity*. 141. Crump's "celebrated washable wall paper" could be "washed as easily as plastered walls". *Austin American -Statesman*. Austin, Texas. February 23, 1877. 4.

“There is no other establishment in this or any other section of the country, which is conducted on so large a scale and with such regularity, everything from the greatest to the smallest...all well governed and well regulated, seldom seen in establishments of this kind...The works of the firm are situated nearly opposite the depot of the Montclair and Greenwood Lake Railroad, the ground composing several acres, on which are built dwelling houses occupied by employees of the firm.”

This brick complex contained offices, press room, drying room, a color room where their own colors and varnishes were created from pigments, a paper cutting room with special machinery, and an artist’s studio where original artwork was created. The second floor contained the engraving and stereotyping rooms and the third floor, under the clerestory window, contained the photographing and copying departments. Also included was the area where the highly popular *Crump Washable Wall Paper* was produced. The engine/boiler room contained a state-of-the-art 56 horse-power Harris Corliss Engine which was needed to augment the power provided by Toney’s Brook. <sup>20</sup>

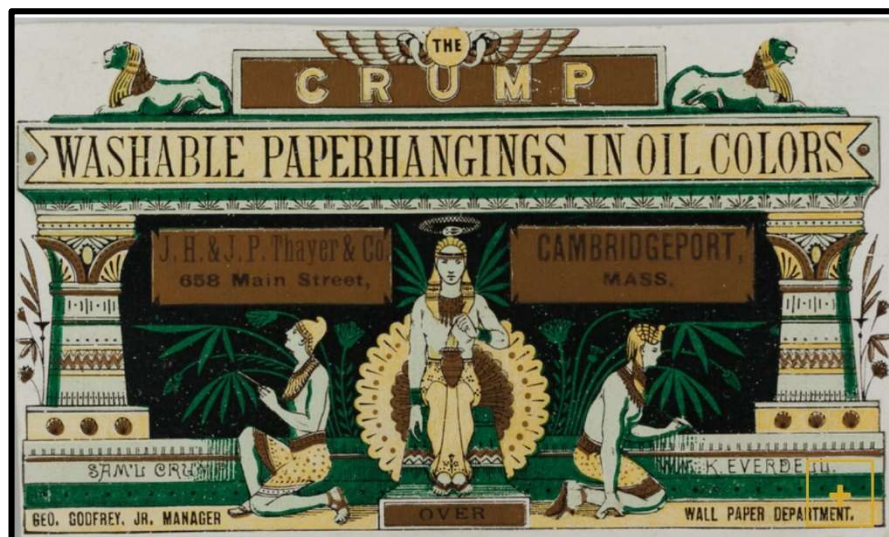


Figure 16. Trade-card advertising *Washable Paperhangings in Oil Colors* produced by Sam'l Crump. <https://www.historicnewengland.org/explore/collections-access/gusn/354510/>. Ca. 1875. Note the names Sam'l Crump and Wm. K Everdell with Geo. Godfrey Jr. identified as manager of the Wall Paper Department. <sup>21</sup>

Crump and Everdell expanded the New York printing business during a turbulent economic period. Known as the “Long Depression”, it was a time of worldwide price and economic recession spanning the years from 1873-1893. <sup>22</sup> Nevertheless, they were able to construct

<sup>20</sup> *Montclair Times*. April 21, 1877. 1.

<sup>21</sup> *Publishers' Weekly; A Journal specially devoted to the interest of the Book and Stationery Trade*. Vol IX. 1876. 329. states “George Godfrey Jr. has invented an oil painted washable all-paper, which he is now manufacturing at Crump & Everdell’s wall-paper factory at Montclair, NJ. Soap and water can be freely used in cleansing...The various woods are imitated, and fancy figures and borders are produced in great variety. The cost is but a trifle more than ordinary hangings. Samples and price-list sent on application to Mr. Godfrey, at the factory”.

<sup>22</sup> “The Long Depression – the First Great Depression”. Martin Armstrong.

<https://www.armstrongeconomics.com/history/americas-economic-history/the-long-depression-the-first-great-depression/>

a factory in Montclair while the main office remained in Manhattan. Crump also relocated his family to Montclair from Brooklyn where they lived in a high-style gothic residence on Highland Avenue.<sup>23</sup>

On July 4, 1877 disaster struck when the buildings were destroyed by fire. However, by July 21, 1877, the *Montclair Times* reported that “Crump and Everdell are resuming operations. They have several engravers and artists at work in one of the houses near the factory site, and are making various preparations for activity”.

The factory was quickly rebuilt on a much larger and more extensive scale and fitted with increased capacity equipment such as a one-hundred horse power Harris Corliss Engine and three capacious boilers.<sup>24</sup> Thomas Stent of Newark was selected as architect and he utilized the concept of a “Queen Truss” to carry the load of the greatly increased roof span.<sup>25</sup> James Beggs of the New York firm of Coakes and Beggs was consulting engineer.<sup>26</sup>

Figure 17 (below) shows the rebuilt, extensive factory buildings, including smokestacks and the proximity to the railroad. This image displays Toney’s Brook in the foreground with the brick retaining wall and access to the area under the factory from the brook, still extant. This predates 1879, 1881 and the 1885 additions that added two seventy-foot paper drying towers and a large two-story brick addition.

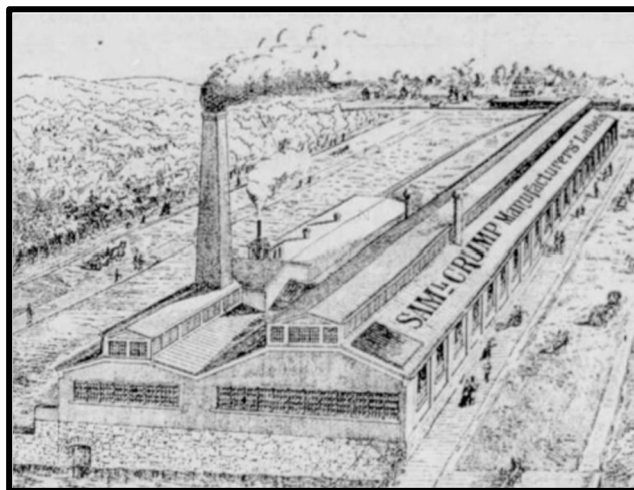


Figure 17. *Montclair Times*. September 1, 1877. 1. Crump factory rebuilt after the devastating fire of 1877. Thomas Stent; architect.

The new plant employed two hundred people in an entirely self-contained enterprise. The paper and ink were manufactured on the premises in special departments. There were fourteen departments including the engraving and photo departments, the press room,

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<sup>23</sup> *The Saturday Gazette*. Montclair, NJ. May 10, 1873. 2.

<sup>24</sup> Historical Publishing Company. *Industries of New Jersey. Essex County including the City of Newark, the Oranges, Montclair, Bloomfield and Belleville*. New York, Philadelphia and Belleville, 1882. 784.

<sup>25</sup> *Montclair Times*. April 21, 1877. 1. Thomas Stent, architect, was trained in England. His initial office was in Newark; he transferred to New York City in 1880. He designed the brownstone entrance to Mount Pleasant Cemetery in Newark, the south wing of the Astor Library in NYC and collaborated with Augustus Laver on the Canadian Parliament Houses in Ottawa. Brodie, Antonia. *Directory of British Architects*. London: Continuum. 2001.

<sup>26</sup> *The Engineering & Building Record*. Vol. XX. 117. Mr. Beggs lived in Paterson. He was consulting engineer of the Paterson water-works. His career started with the Delaware, Lackawanna and Western Railroad in Scranton, Pa.

electrotype room, paper department, cutting department, machine shop, varnish department, fancy paper department, plate house for storage of original engravings and electrotypes, drying room, coal and railroad siding, and outbuildings. They even produced their own colors. In 1881 over 200 million labels were shipped to all the large packing houses in the country, from companies in the East and Midwest to the Mississippi Valley and to the Pacific Coast.<sup>27</sup> Crump Label Company also served international clients in Canada, Europe and several Latin American countries.<sup>28</sup>

In 1877, William K. Everdell withdrew from the company to return to his family's business in New York City.<sup>29</sup> The Crump Label Company name was changed to the Samuel Crump Label Press as evidenced by the first cartographic representation of the Crump property (see Figure 18). Crump's factory continued to produce a variety of creative, original and artistic paper labels, trade-cards, wall-papers, and specialty items.

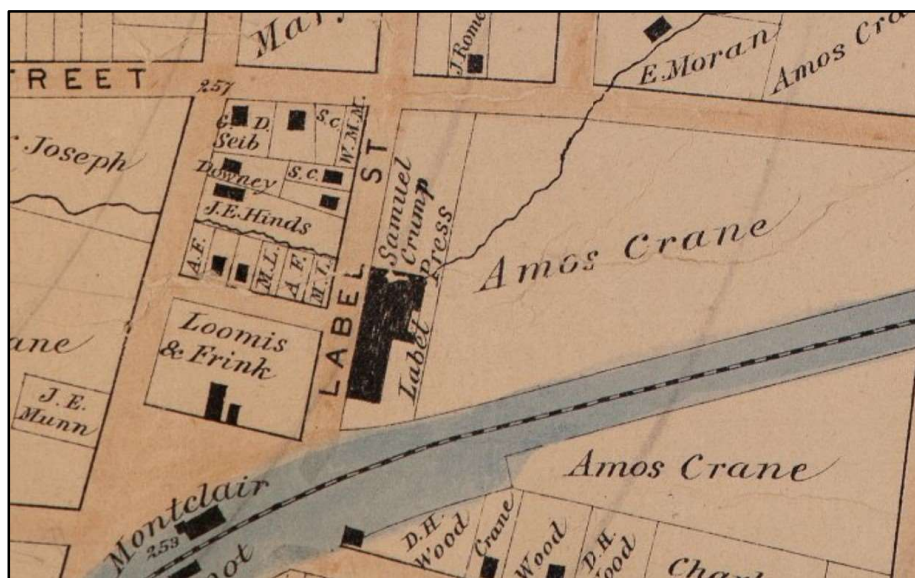


Figure 18. *Map of the Township of Montclair: Essex Co. N.J. Surveyed by P.P. Hurlbut. 1878. Pearl & Elm Street, NY.* Courtesy of the Montclair History Center.

In 1879, four Crump factory department heads, including Joseph E. Hinds and Henry K. Ketchum departed Montclair to begin their own label company at 140 Fulton Street, in Manhattan.<sup>30</sup> This move did not diminish the cordiality between the label manufacturers nor the viability of the business in Montclair. Crump enlarged the plant with two additions, in 1879<sup>31</sup> and in 1882.<sup>32</sup> The 1879 addition provided buildings to house additional color presses in a two-story brick addition to the west of the original factory. The latter addition, completed in 1882 was built on land to the north, bordering the original factory. This property was acquired from Amos Crane (Deed Book E21, page 517, dated October 14, 1881).

<sup>27</sup> *The Engineering & Building Record*. Vol. XX.785.

<sup>28</sup> The Newberry Library in Chicago holds a collection of Crump labels. Crump Label Press.

<https://archives.newberry.org/>

<sup>29</sup> *Montclair Times*. February 2, 1878. 2.

<sup>30</sup> *Ibid.* December 18, 1879. 2.

<sup>31</sup> *Ibid.* December 27, 1879. 2.

<sup>32</sup> *Ibid.* May 21, 1881. 2.



The Label Street area became a hub of activity. The multiple stages of paper-label and wall-paper production taking place at Crump’s factory fostered a vibrant neighborhood of worker housing along Forest Street, Friendship Place, Fidelity Place and Walnut Street. Crump sold and rented property in order to establish housing for employees in the neighborhood. One of these, a multi-family brick house on the corner of Forest and Walnuts Streets survives today.<sup>33</sup>

Examples of Crump calendar cards from the 1880’s era show the vivid colors and exuberant designs that were being produced at the factory (see Figure 19). These were used as advertising cards for companies all over the country as the first example on the left shows. The middle example reveals the prodigious output of the factory at 700,000 cards daily, while the last card dated 1885, delivers a moral improvement message as it illustrates New Year’s Eve resolutions to stop drinking and smoking. Stylistically, these differ from the two examples in Figure 20, which are more sophisticated in the virtuosity of design and color. These examples demonstrate the artistry and diversity of the artists, engravers and colorists employed by the Samuel Crump Label Company.



Figure 19. Examples Of Crump calendar cards from the 1880’s. Collection of the author.

<sup>33</sup> *Montclair Times*. March 22, 1888. 3.



Figure 20. *The Ephemera Society of America*. <https://www.ephemerasociety.org/labels-by-crump/>

One contemporary description of the labels produced at the Crump factory states that “they are printed in from one to ten colors inclusive, and present an attractive appearance. The higher grades are given a fine gloss or glaze which greatly enhances their beauty. In fact, they surpass, in merit of design and beauty of finish, many chromos occupying places on the walls of some American homes.”<sup>34</sup>

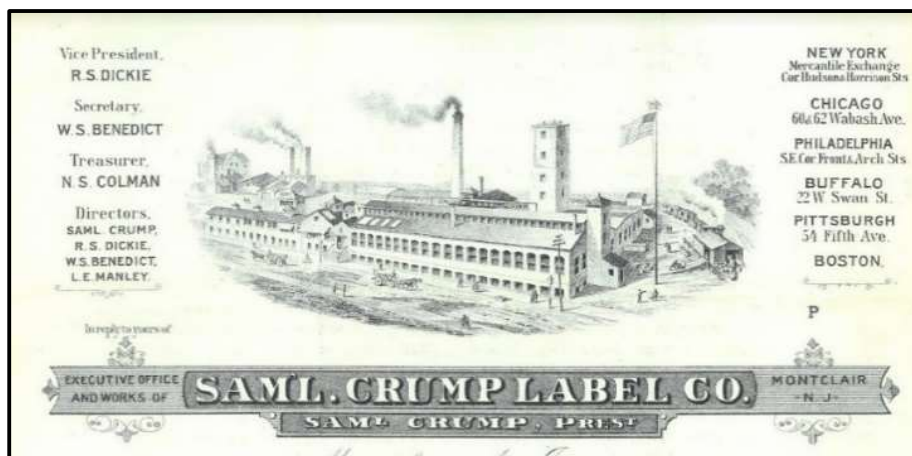


Figure 21. Image on *Crump Label Company letterhead*. 1888. Courtesy of Montclair History Center.

Figure 21 shows an example of the Samuel Crump Label Company letterhead, dated 1888, which lists “Sam'l” Crump as President with the company maintaining offices in Chicago, Philadelphia, Buffalo and Boston. It reveals that the executive office and works are located in Montclair, NJ. The illustration demonstrates the intense activity centered at the Label Street plant with its multi-storied factory, smokestacks, drying towers, and even a telephone pole in the foreground. In an 1880 article in the *Orange Chronicle*, Crump is recognized as establishing a telephone exchange connecting the label factory in Montclair with the New York offices so as to expedite orders.<sup>35</sup> The subscriber’s list of the *Good and Stock Telegraph Company* dated April 1, 1880 lists Samuel Crump as president at both New York and the Montclair locations.

<sup>34</sup> Historical Publishing Company. *Industries of New Jersey. Essex County including the City of Newark, the Oranges, Montclair, Bloomfield and Belleville*. New York, Philadelphia and Belleville, 1882. 788.

<sup>35</sup> *Montclair Times*. February 26, 1937. 22.





Figure 22. *Crump Label Co. Executive Office & Works, Montclair, NJ. Trade-card. 1885. Collection of the author.*

Figure 22 shows a 1885 trade-card advertising the “Crump Label Co” with “Sam’L Crump” listed as president. It announces the Executive Office & Works at Montclair, N.J. with the New York Office listed at 51 Hudson Street. It proclaims that “daily average delivery is 700,00 labels, printed in colors from one to sixteen and the size from one inch to 1,500 square inches”. This card demonstrates the various stages of childhood, from infancy, through toddler and preadolescence. The setting is a classroom with a teacher’s apple as the focal point. The combination of essential company information with the emerging “cult of the child” message demonstrates that the Crump Label Company was a leader in the field of label production and contemporary advertising trends.<sup>36</sup>

The 1885 *Sanborn Fire Insurance map* indicates the factory contained a clock-tower and employed a fulltime watchman (See Figure 23). The factory was fitted with automatic sprinklers throughout. A tank at the top of one of the towers held water pumped from Toney’s Brook. The factory also contained chemical fire-fighting equipment. Heat and

36

[https://warwick.ac.uk/fac/arts/english/currentstudents/undergraduate/modules/fulllist/special/english19thcentnovel/lectures/lecture\\_3\\_-\\_the\\_victorian\\_child.pdf](https://warwick.ac.uk/fac/arts/english/currentstudents/undergraduate/modules/fulllist/special/english19thcentnovel/lectures/lecture_3_-_the_victorian_child.pdf)



power generated by steam boilers, combined with gas, electricity and coal was integrated into all the factory buildings. One can see that the factory does not yet extend to Forest Street, but it straddles Toney's Brook where the office was located. The large building to the north, on the corner of Erie Street and Oak Place does not yet exist. It also illustrates a small attached building, colored in yellow, on the corner of Label and Erie Streets. The map illustrates this addition as being constructed of "Irregular Cladding" and used to store paper.

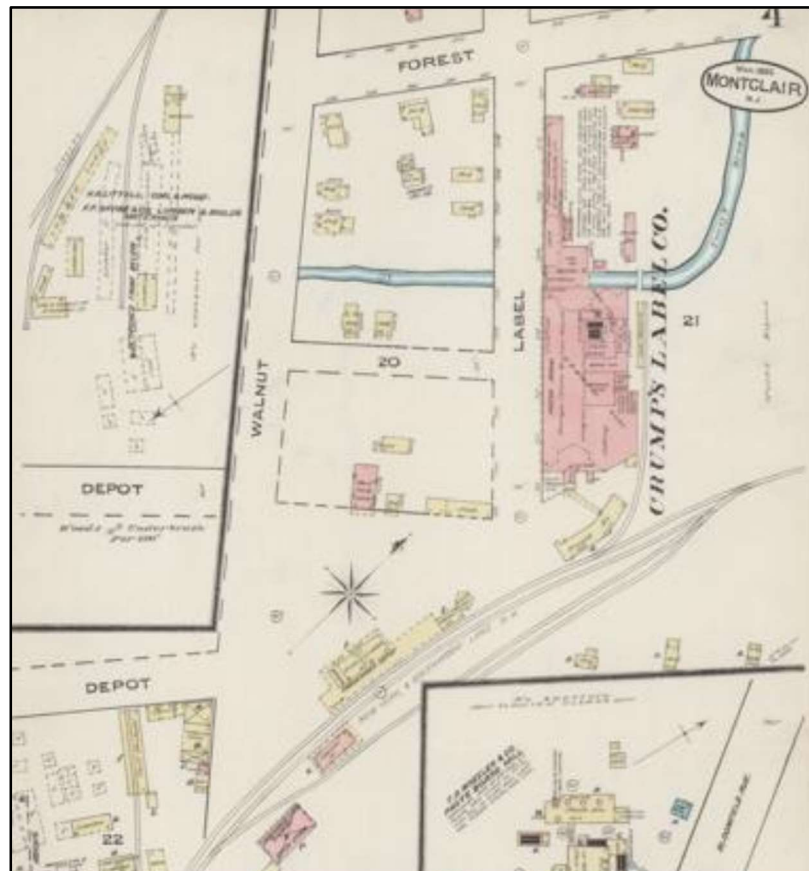


Figure 23. Sanborn Fire Insurance Map from Montclair, Essex County, New Jersey. Sanborn Map Company, Mar, 1885. Map. [https://www.loc.gov/item/sanborn05557\\_001/](https://www.loc.gov/item/sanborn05557_001/).

Crump continued to increase production and improve working conditions at the plant. It became one of the first factories in the country to be illuminated by incandescent electric lighting. In 1884, the United States Electric Lighting Company, a competitor of Thomas Edison installed a 50 horse power steam engine which powered 350 lights. Additional wires were soon placed in every part of the factory and the entire wiring project was completed in a month.<sup>37</sup>

Complaints about pollution caused from factory runoff into Toney's Brook began to circulate in 1879.<sup>38</sup> By 1886, the Joint Board of the Newark and Jersey City waterworks met to discuss the matter. Facts presented by a state inspector proved the pollution was

<sup>37</sup> *Montclair Times*. December 6, 1884. 3.

<sup>38</sup> *Ibid.* March 8, 1879.

occurring further downstream and the Crump Label Factory was compliant in preventing waste water from entering Toney's Brook.<sup>39</sup>

In 1888, another factory addition was constructed. The *Montclair Times* describes it as being 40' x 100' but does not identify the exact location within the complex.<sup>40</sup> However, a brick addition is depicted in *Robinson's Atlas of Essex County*, which extended the building to the south-east corner of Forest Avenue on land acquired by Crump earlier (see Figure 24). This map also shows the wooden building at the corner of Label and Erie Streets (yellow) and an iron-clad freight house (blue), between the Crump plant complex and the railroad tracks

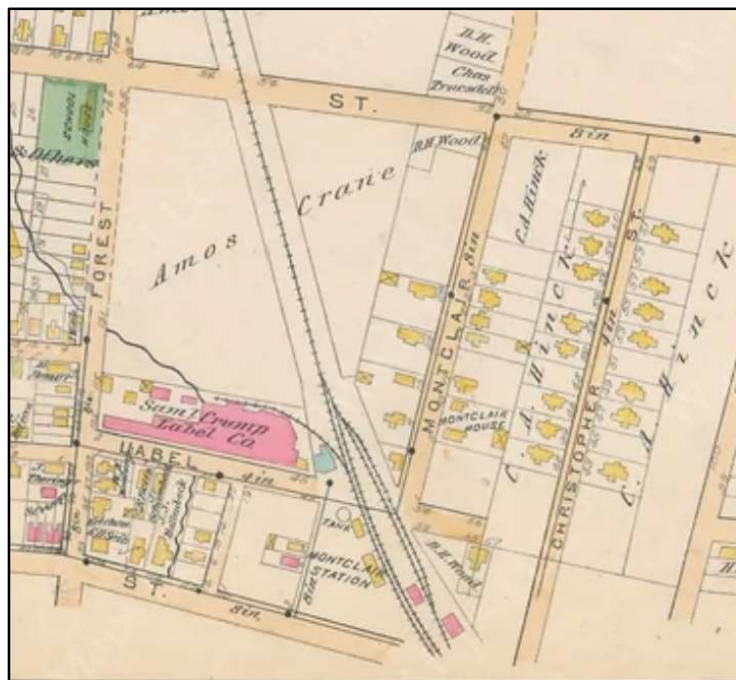


Figure 24. Detail. *Robinson's Atlas of Essex County*. Map. E. Robinson, Publisher. 82 & 84 Nassau Street. N.Y. 1890. Sheet 17.

Samuel Crump became a prominent member of the Montclair community, moving his family to Montclair from Brooklyn in the 1870's and into a grand residence on Highland Ave. In addition, he owned the large factory site bordered by Label Street, Forest Street and Erie Streets.<sup>41</sup>

He participated in many township committees; promoting the purchase of fire apparatus, and providing street night patrols. He discussed suitable drainage and sewerage for the entire community at a Township Committee meeting of October, 1878. He spoke on the

<sup>39</sup> Ibid. January 23, 1886. 3

<sup>40</sup> Ibid. February 4, 1888. 3.

<sup>41</sup> Assessor's Field Book. Township of Montclair. 1885. Montclair Public Library.

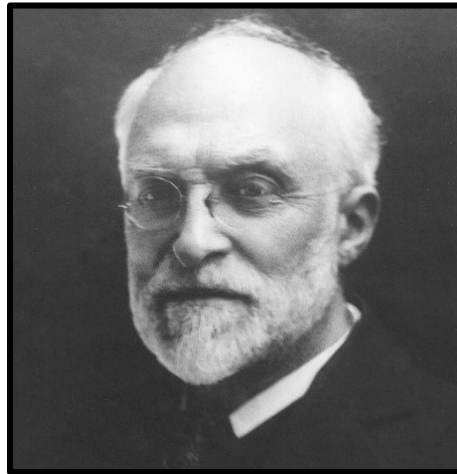


Figure 25. Photograph of Samuel Crump. <https://www.ephemerasociety.org/labels-by-crump/>



Figure 26. Samuel Crump's Residence on Highland Avenue. Demolished. P2933 Montclair Public Library Photo Database

advantages of “Industrial Education” at a Board of Education meeting in 1879, calling on his experience of improving boys’ skills in school before they enter the workforce. He was an advocate of the “Manual Training Department” which taught wood-working skills and pattern making. Called “carpentering” it was adopted in thousands of public schools in the country. Crump sponsored the “Children’s Home” of Montclair, tasked with the care, nurture and maintenance of indigent children.<sup>42</sup> He actively searched for buildings in which to establish the Home and settled on the Rodman property on Gates Avenue. He was instrumental in creating “The Citizens’ Committee of One Hundred” which was a self-nominated citizens’ committee dedicated to the prevention of liquor licensing of “improper persons” and limited the number of saloons in the township.<sup>43</sup> A committed Prohibitionist, He believed that local authorities should control the sale of liquor in their own towns.<sup>44</sup> Crump was one of the first industrial leaders in the country to promote profit-sharing programs with his employees and built housing for employees in the neighborhood of the Crump Label Company.<sup>45</sup>

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<sup>42</sup> Edwin B. Goodell. *The Evolution of a Suburban Town*. Montclair, 1934. 98, 142, 147, 148, 167.

<sup>43</sup> *Montclair Times*. February 11, 1893. 3.

<sup>44</sup> *Ibid.* December 14, 1889. 5.

<sup>45</sup> *Ibid.* March 22, 1888. 3. Crump workers received an increasingly larger share of the profits after a year of employment.

In 1881 disaster struck the Crump family of Montclair. Six of the extended family who lived in the mansion on Highland Avenue were stricken with diphtheria. Little Samuel, John and Anna, three of Crump's six children, succumbed to the disease within a week.<sup>46</sup> Vaccines and antibiotics had not yet been developed to combat the disease. Dr. J.W. Pinkham, a local physician was called to treat the sick and wrote an article for *Scientific America* where he placed the blame on fetid air generating from the garbage pit of a neighboring house which was drawn into the home's furnace and distributed into bedrooms on one side of the house through heating ducts. Diphtheria was not common in Montclair at the time, so the true source remains a mystery.

Despite such a devastating loss, Crump resumed his involvement with the paper factory. In 1887, he applied and received three patents from the United States Patent Office for machinery associated with paper manufacturing.<sup>47</sup> The factory continued to produce polychromed, well-designed labels for international distribution (see Figure 28).

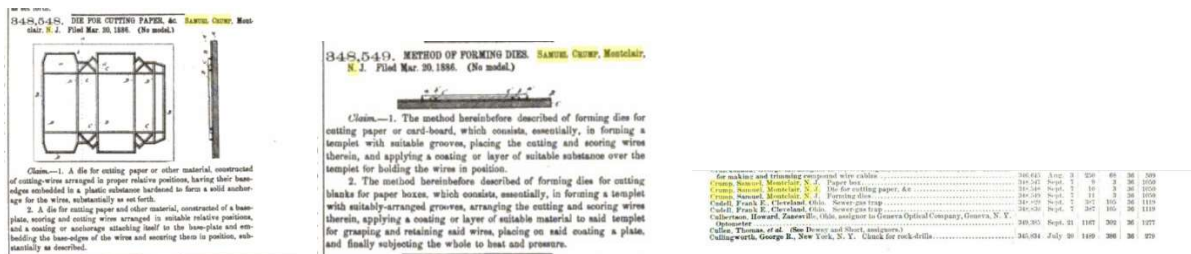


Figure 27. United States Patent Office. Government Printing Office. 1887. 3.



Figure 28. Examples of Crump food labels. <https://natlib.govt.nz/records/22470769>

<sup>46</sup> *The Sun*, (New York). January 4, 1881. 3.

<sup>47</sup> United States Patent Office. Washington. 1887. Volume XXXVI. Patents are for 1. Paper box (348,547,) 2. Die for cutting paper (348,548), 3. Forming dies (348,549).



Crump's factory even inspired one of the preeminent American painters of the era. "Crump's Old Factory" was painted by George Inness, a member of the Montclair's Artists' Colony. Inness was living and working in Montclair at the time and often painted pastoral scenes of the township. In 1888 he created "The Mill Stream" which depicts a woman standing on the bank of Toney's Brook looking forlornly into the distance. The tower, buildings and smokestacks of Crump's factory, as depicted in the company's letterhead and the 1885 Sanborn map are visible. The juxtaposition of the natural setting against the backdrop of the factory buildings offers insight into the transformation of Montclair's rural character as industry intrudes and overwhelms the landscape. However, to many, the printing plant on the stream was viewed as a beneficial technological advantage, even a "civilizing" enhancement on the natural landscape.<sup>48</sup>

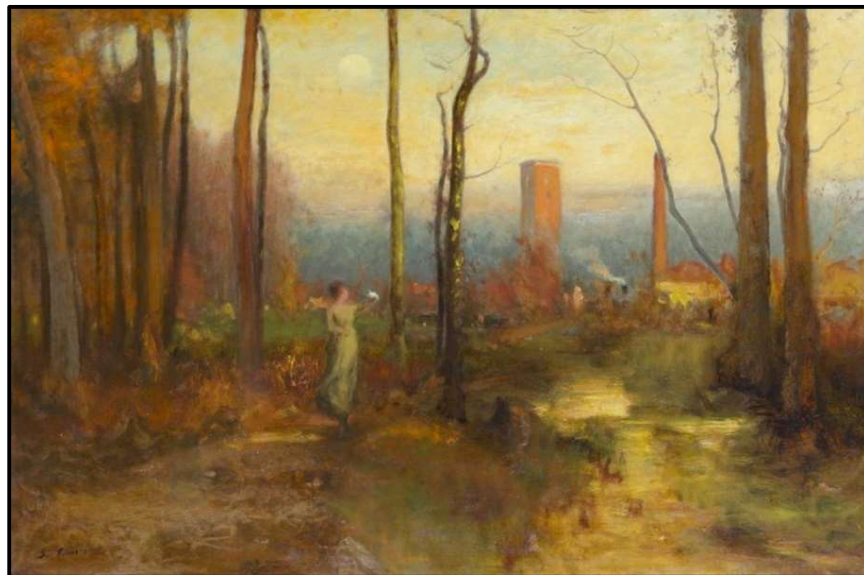


Figure 29. *The Mill Stream*. George Inness. C. 1888. <https://collections.artsmia.org/art/12936> |author=Artist: George Inness |year=c. 1888 |access date=28 Nov 2022 |publisher=Minneapolis Institute of Art.

### **5.3 United States Printing Company 1891-1915**

1890 proved to be a pivotal year for Samuel Crump and the future of the Samuel Crump Label Company. A deed recorded in Book K25, page 561 on July 17, 1890, shows Samuel Crump, et ux, sold the land containing lots 4, 5 and parts of 6 & 7, with the existing buildings, to Anthony O. Russell. Mr. Russell was the president of the Russell & Morgan Printing Company of Cincinnati, Ohio.<sup>49</sup> One month later, Anthony O. Russell sold the same parcel to The Hinds Ketchum Company of Brooklyn, as recorded in Deed Book Q25, page 130, recorded August 15, 1890. The following year, The Hinds Ketchum Company sold the property to the newly created "Label Trust" of the United States Printing Company, (Deed Book E 26, page 102 recorded May 19, 1891).

<sup>48</sup> *Montclair Times*. March 9, 1927. 1. The descendants of George Inness sold the painting at auction in 1927. It is now in the collection of the Minneapolis Institute of Art.

<sup>49</sup> <https://www.ancestry.com/> US Census. 1880; Census Place: Cincinnati, Hamilton, Ohio; Roll: 1027; Page 424C; Enumeration District; 162.

The creation of the “Label Trust” was newsworthy in both local and national outlets. Three Brooklyn newspapers carried the story of the consolidation of the Samuel Crump Company works, the Hinds Ketchum Company of Brooklyn, plus the Frey Printing Company and the Russell & Morgan Printing Company of Cincinnati, Ohio.<sup>50</sup> Joseph E. Hinds and Henry E. Ketchum closed the plant in Brooklyn and returned to their former work-place at the newly named United States Printing Company in Montclair. Together with another Montclair resident, Henry A. Dickie, they assumed the responsibilities of vice-president, treasurer and manager of the new company, known as Hinds-Ketchum #3.<sup>51</sup> Anthony O. Russell remained in Cincinnati to oversee the production at the Russell & Morgan plant. Combined, the two locations controlled the label printing industry of the country.<sup>52</sup>

The United States Printing Company, with factories in Montclair, NJ and Cincinnati, Ohio, was publicized as the largest factory in the United States, producing playing cards, wallpapers and specialty papers.<sup>53</sup> An article in the *Montclair Times* announced that the “possibilities of these combined plants are almost unlimited: ample facilities, labor saving devices and the varied and wide experience of its officers will enable it to control the label business both East and West”.<sup>54</sup>

The creation of the United States Printing Company, in 1891, catapulted the new company into becoming one of the dominant leaders in the paper industry with a capital stock of \$3,000,000. With the newly refurbished plant, fewer workers were required to run the factory, with the “sonorous whistle calls its employees to and from their duties and also blows all fire alarms for the town as it is connected with the township system....as the factory is situated in a remote portion of the town, it is no hindrance to the growth of the residence center, probably not one fiftieth of local residents would know of its existence”.<sup>55</sup>

The intense production schedule at Hinds-Ketchum #3 factory in Montclair belied the economic depression that was gripping the country in 1893.<sup>56</sup> An article in the, dated 1894 relates that the factory of the United States Printing Company is “running night and day, and is apparently not seriously affected by the hard times”. The United States Printing Company weathered the disastrous effects of the 1893 depression which affected every segment of the population with a high unemployment rate and economic downturn. The United States Printing Company successfully protested the implementation of a .10 tax on every deck of playing cards imposed by the Wilson bill and continued to corner the market on the popular product.<sup>57</sup>

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<sup>50</sup> *Brooklyn Daily Eagle*. September 3, 1891. 4.; *The Brooklyn Citizen*. September 3, 1891. 1.; *Times Union*. September 3, 1891. 1.; *Cincinnati Post*. February 19, 1891. 3.

<sup>51</sup> *Montclair Times*. September 12., 1891. 2.

<sup>52</sup> *Cincinnati Post*. February 19, 1891. 2. Interestingly, with regard to the formation of the US Printing Company, in 1890 the McKinley Tariff Act was passed. McKinley was a Senator from Ohio and a member of the Republican Party. This tariff placed a tax on foreign goods by the federal government. This created much controversy as it was seen to create monopolies within industries. <https://ohiohistorycentral.org>.

<sup>53</sup> *The Brooklyn Daily Eagle*. 4.

<sup>54</sup> *Montclair Times*. September 12, 1891. 2

<sup>55</sup> *Montclair Times*. September 28, 1929. 2.

<sup>56</sup> <https://eh.net/encyclopedia/the-depression-of-1893/>

<sup>57</sup> *Montclair Times*. December 9, 1893. 5.

This 1894 etching depicted in Whittemore's book shows the activity generating around the buildings of the United States Printing Company (see Figure 30). The people, the railroad track, the steam engine, the horse wagons, the pushcarts, the combination whistle/fire alarm tower, even the smoke emanating from the chimney stack indicate an area of great activity and enterprise. One can see the corner building at Label and Erie although it appears to be a wood-frame building indicated on the 1890 *Robinson's Atlas of Essex County*.

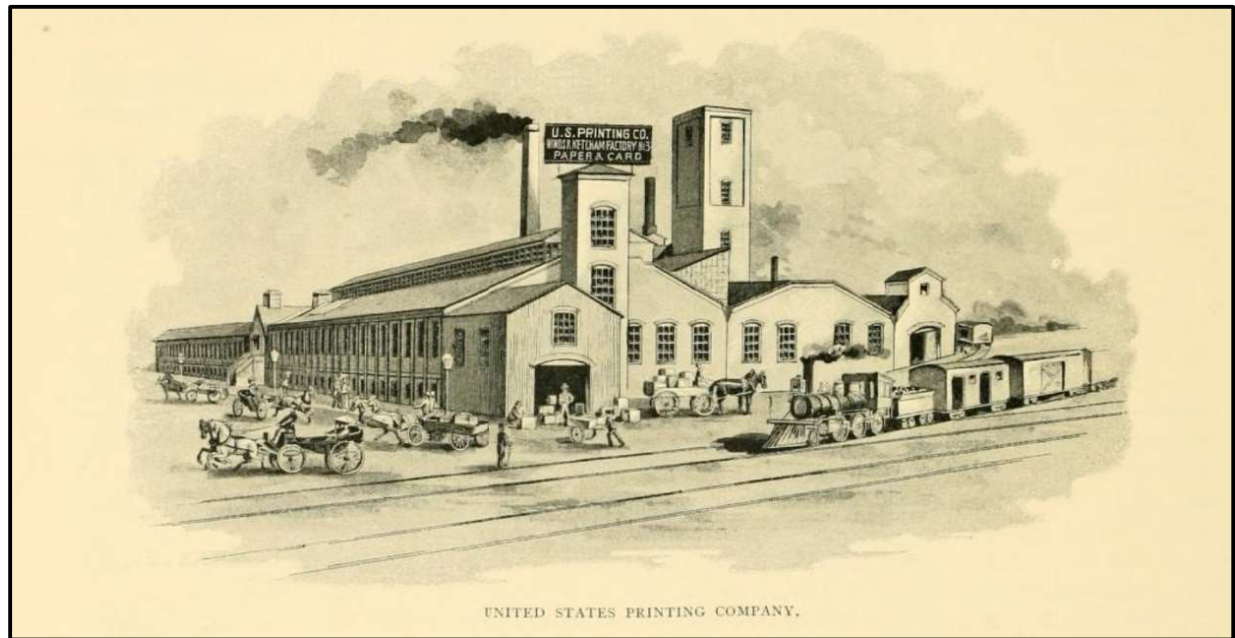


Figure 30. "The United States Printing Company". Henry Whittemore. *History of Montclair Township: History of the Families who have been identified with its Growth and Prosperity*. 142.

Joseph E. Hinds returned to Montclair as the Vice-President of the United States Printing Company. He was recognized as a leader in the art of color printing and lithographing, but eventually returned to his native Brooklyn.<sup>58</sup>

As one of the principals of the United States Printing Company, Hinds completely retrofitted the factory and turned their Montclair branch to the production of printed labels, show cards, banners, boxes, circus posters, playing cards and novelty pieces made of coated paper.<sup>59</sup> The factory produced at least 30,000 pounds of finished paper and card per day or about 9,000,000 pounds per year. Over 1,000,000 pounds of imported clay and over 250,000,000 pounds of powdered glue were used in the production.<sup>60</sup> It was estimated that the amount of freight transported by the Erie Railroad to be at least twenty million pounds of supplies and completed product in one year underscoring the importance of the railroad and accessible transport in the Label Street area.<sup>61</sup>

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<sup>58</sup> *The Los Angeles Times*. December 16, 1924. 12. Mark Twain, a great friend remarked upon his death: "Friend Hinds: So live that when you die even the undertaker will be sorry".

<sup>59</sup> Whittemore. 143.

<sup>60</sup> *Ibid.* 142

<sup>61</sup> Whittemore. 141.



The United States Printing Company produced varied articles which required printing on different surfaces. In 1891, they received a contract with a tobacco firm to furnish two million muslin pouches, on a monthly basis. This required the purchase of 35 sewing machines, offering employment to 70 women. They also received an order for two and a half million pounds of coated paper. The *Montclair Times* estimated it would require a train of sixty-five box cars to transport the goods.<sup>62</sup> However, the most popular products of the United States Printing Company were playing cards and calendar cards (see Figure 31).



Figure 31. *The United States Printing Company*. 1894. Trade-card with representations of a playing card and monthly calendar. Note that one of the factories is listed as Hinds & Ketchum #3, Montclair, NJ. [https://www.reddit.com/r/playingcards/comments/nmyzge/us\\_playing\\_cards\\_the\\_united\\_states\\_printing/](https://www.reddit.com/r/playingcards/comments/nmyzge/us_playing_cards_the_united_states_printing/)

Crump moved with his family from Montclair to Poughkeepsie in 1892. His “beautiful residence” with the “most beautiful view on the Orange Mountain” and the adjoining seven

<sup>62</sup> Ibid. October 3, 1891. 5.

acres was sold to a Brooklyn family.<sup>63</sup> His absence was greatly felt by the entire community, as the revenue of the “local tradesmen” was reduced more than anticipated according to the *Montclair Times* in 1890. However, Crump’s influence continued to be felt as he promoted his latest invention and continued to advertise for workers for the “Crump” factory.<sup>64</sup> There was speculation that he might even return to Montclair as stated in an article published in 1900 in the *Montclair Times* revealed that Crump had agreed to a ten-year non-compete clause. It was widely anticipated that he may return to “employ a large number of skilled people for high wages.” The loss of Crump’s business acumen and community spirit spurred the rumor that he may return to Montclair to reestablish a business that a “large number of families drew their revenue from ... and businessmen benefitted largely from ...”<sup>65</sup>

The United States Printing Company continued to produce calendar cards and wallpaper in the Hinds & Ketcham Factory in Montclair, NJ. The 1894 calendar card depicts all the factories which comprised this “label trust”, with the Montclair plant clearly identifiable as the same image as that in the 1894 Whittemore book (see Figure 32).



Figure 32. [https://www.reddit.com/r/playingcards/comments/nmyzge/us\\_playing\\_cards\\_the\\_united\\_states\\_printing/](https://www.reddit.com/r/playingcards/comments/nmyzge/us_playing_cards_the_united_states_printing/)

The United States Printing Company continued to expand their land holdings in the area through purchase of contiguous lots in 1896 and 1897. Deed Book Q39, page 283, dated

<sup>63</sup> *Montclair Times*. August 10, 1889. 2. Misfortune continued to stalk the family. Another son born in 1888 in Montclair was named for his brother who died in 1881 from diphtheria. Samuel Jr. (2<sup>nd</sup>) returned in adulthood to live and work in Montclair until he joined the 107<sup>th</sup> Infantry Regiment, 27<sup>th</sup> Division of the U.S. Army in 1917. Tragically, he was killed in action in France and is buried at the Somme American Cemetery in Aisne, France. His name is engraved on the base of the World War I monument in Edgemont Park, Montclair. <https://www.greenwood.com/2017/biographies-of-world-war-i-veterans-part-one/>

<sup>64</sup> *Ibid.* November 5, 1892. 4. Crump promoted “Cocoanut, a delicate flavoring” through the Philip Doremus Grocers on Bloomfield Avenue.

<sup>65</sup> *Ibid.* February 3, 1900. 3.

January 13, 1896 records the purchase of a parcel from Alfred J. Crane to the United States Printing Co., an Ohio corporation, which included a part of the current Lot 7. In 1897, the United States Printing Company purchased two adjoining parcels on Oak Place. One lot belonging to Alfred Crane and Rhoda Crane, the widow of Amos Crane as recorded in Essex County Deeds Book W30, page 61, dated July 9, 1897 and the other from John Casper Gressing as recorded in Essex County Deed Book W30, page 63, dated July 9, 1897 which notes the new street known as Oak Place. The Printing Company was acquiring contiguous land parcels for expansion of their operation. Oak Place, existing on the 1899 Montclair tax map (below), received sewers from Forest Street to Erie Street in 1903, when houses were built on the north-side.<sup>66</sup>



Figure 33. Township of Montclair Tax Map. 1899. Sheet 34. Showing Oak Place and the lots on the south side of Oak Place. United States Printing Company occupies the lot on the north of Label Street, from Forest Street to Erie. Courtesy of Montclair Public Library.

The 1906 *Atlas of Essex County, New Jersey* (see Figure 34) shows the United States Printing Company acquiring additional individual lots on the south side of Oak Place from James C. Dugan, to the United States Printing Co., recorded in Essex County Deed Book S39 page 414, dated February 27, 1906 and also from Anne Jaeger & husband to the United States Printing Co., recorded in Essex County Deed Book G40, page 206, dated June 11, 1906. The *Atlas* indicates that the small commercial corner building on Label Street and Erie Street is brick replacing the former wood frame structure with iron cladding as depicted in the 1885 *Sanborn Fire Insurance Map*. The corner of Oak Place and Erie Street is indicated as two lots with structures. The large brick industrial building on the corner of Oak Place and Erie Street was erected the following year, 1907.

<sup>66</sup> *Montclair Times*. August 15, 1903. 7





Figure 34. *Atlas of Essex County New Jersey*. A. H. Mueller & Co. Philadelphia. Vol. 4. 1906.

The 1907 *Sanborn Fire Insurance Map* (see Figure 35) shows a building dedicated to “shipping, pack’g & cutt’g” on the southeast corner of the Oak and Erie Streets. The 1907 map shows United States Printing buildings lining the north side of Label Street between Erie and Forest Streets and a separate building on the corner of Erie and Oak Streets. It depicts this large building as having three bays with a clerestory window running the entire length. The southwest wall was open to the train tracks which entered the property as a rail siding and continued west, crossing Toney’s brook on steel beams to a brick storage building close to Forest Street.<sup>67</sup>

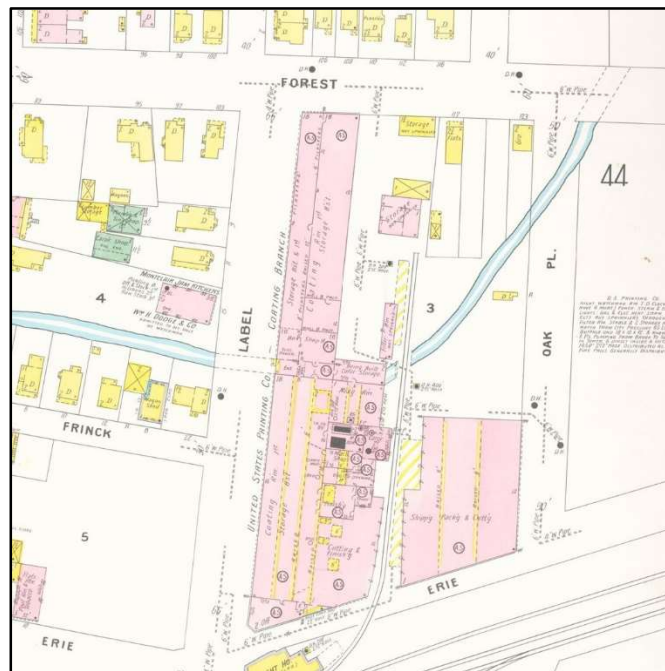


Figure 35. *Sanborn Fire Insurance Map from Montclair, Essex County, New Jersey*. Sanborn Map Company, 1907. Map. [https://www.loc.gov/item/sanborn05557\\_001/](https://www.loc.gov/item/sanborn05557_001/).

<sup>67</sup> The steel beams are visible today.



These two brick buildings, original to the tenure of the United States Printing Company at the site, are the focus of the proposed historic district of the Label Street Manufacturing District. The first image of the commercial brick building on the corner of Label and Erie Streets occurs on the 1906 Mueller *Atlas of Essex County*. However, it could date from 1894, as there is no image available from this date when it was depicted as a wood-frame building. Also evident is the railroad siding extending into the interior of the property. The steel beams, carrying the siding over Toney's Brook are extant on the property at 18 Label Street -identified as Parcel 2 in this report.

#### **5.4 United States Printing Company DBA The New Jersey Coated Paper Company 1908-1915**

In 1908 The New Jersey Coated Paper Company purchased the business of the United States Printing Company which contained multiple factory buildings.<sup>68</sup> The New Jersey Coated Paper Company was incorporated with its principal address at Label and Erie Streets, Montclair, NJ.<sup>69</sup> As there are no deed exchanges from this period, it appears that the new company was associated with the United States Printing Company as a subsidiary, focusing their productivity on cardstock and specialty wallpapers.

This theory is supported by recognizing the principals associated with the United States Printing Company. These men remained with the new concern in owner and management roles as president, vice-president, secretary and superintendent of the New Jersey Coated Paper Company. They all lived within close proximity to the factory on Walnut Street and Cloverhill Place.<sup>70</sup> Many of the workers lived in apartments and houses in the Forest Street and Oak Place area, and contributed to the neighborhood community of paper-plant employees and managers.

The new firm manufactured a general line of coated papers, box and card stock. The *Montclair Times* reported improvements at the plant, including the installation of modern machinery which doubled the production of the paper products.<sup>71</sup> Many of these improvements were made in 1907 and the *Sanborn Fire Insurance Map* of that year includes the addition of a Grinnel & Esty automatic sprinkler system, power coming from steam and electric fuel, water pumping from Toney's Brook to a 5,000 gallon tank in the tower for fire control, plus hydrants, hoses and pails as fire-fighting equipment. The same map also shows a "Freight House", next to the railroad tracks which was clad in cast iron. It depicts the large, brick industrial building on the corner of Oak Place and Erie Street and the brick commercial building on the corner of Label Street and Erie Street. In the middle

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<sup>68</sup> *Montclair Times*. August 8 1908.

<sup>69</sup> [http://www.njstatelib.org/slic\\_files/searchable\\_publications/corp/NJCORPn480.html](http://www.njstatelib.org/slic_files/searchable_publications/corp/NJCORPn480.html)

<sup>70</sup> Ancestry.com. *1920 United States Federal Census Report*. Arthur G. Wilson, president, 28 Cloverhill Place. Mr. Wilson became a Director of Essex National Bank in 1909. He also served as a Township Councilman. Frank E. Williams, vice president, 209 Walnut Street. William Spear, secretary and treasurer, 132 Walnut Street. Thomas Polson, superintendent, 32 Walnut Street.

<sup>71</sup> *Montclair Times*. August 8, 1908. 1.

of the factory site, a railroad siding enters from the main tracks on Erie Street. Iron shutters line the two buildings facing the railroad siding which extends into the factory yard. <sup>72</sup>

Montclair was enthusiastic that the “oldest and most important manufactory is prosperous and growing,” as reported in the *Montclair Times* of 1909. <sup>73</sup> The same article stated that the “plant has been developing rapidly” and new improvements included the demolition of a familiar landmark, the eighty-five-foot brick stack depicted in Inness’ painting of 1888 and an accompanying steel stack. Both were replaced by a hundred-foot steel stack which were part of the improved power plant.

### **5.5 The United States Printing and Lithography Co. DBA The New Jersey Coated Paper Company 1915-1929**

1915 brought big changes to the United States Printing Company doing business as (dba) New Jersey Coated Paper Company. The company operating the factory in Montclair was consolidated with the larger firm of the United States Printing and Lithographing Company with operating plants in Ohio, Pennsylvania, and Baltimore. The Montclair branch continued to use the name of the New Jersey Coated Paper Co. and expanded their production to include the coated paper which were turned into products such as posters, boxes and wallpapers (see Figure 36). *The Commercial & Financial Chronicle* of 1915 predicted the consolidation of the multiple factories of the United States Printing and Lithography Co. would generate an annual output of \$12,000,000.00. <sup>74</sup>

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
2038	4	Sheet 28 x 44 - 516 D.L. Bond	0.130	
		Scale Coated One Side Light Blue		41.00
		at per 2.....		220.00
2034	500	203	202	
2074	1,000	742	608	
2261	1,000	724	684	
2219	1,000	700	600	
2300	1,000	700	640	
2348	500	508	243	
		0.130	0.727	2.274

Figure 36. Invoice of New Jersey Coated Paper Company to Climax Mfg. Co. of Castorland, NY. October 17, 1916. <https://www.ebay.com/itm/265043136164>.

The transfer of property was recorded in Deed Book S56, page 145, recorded on February 15, 1915 and Deed Book C56, page 148 recorded on November 15, 1915, covering lots 4,5,6 and part of lot 7. An additional purchase was recorded in Deed Book C57, page 254 recorded on February 21, 1916 which covers part of lot 7. All three deeds identify the seller as United States Printing Company and the buyer as the United States Printing & Lithography Co., an Ohio corporation. These land purchases created the large lot which extended the street lengths of Label Street, Erie Street and most of Oak Place, with the

<sup>72</sup> . Sanborn Fire Insurance Map from Montclair, Essex County, New Jersey. Sanborn Map Company, Mar, 1907. Map. [https://www.loc.gov/item/sanborn05557\\_001/](https://www.loc.gov/item/sanborn05557_001/).

<sup>73</sup> *Montclair Times*. February 20, 1909. 5.

<sup>74</sup> *The Commercial & Financial Chronicle*. Vol. 100. No. 2584. 404. <https://books.google.com/books>

exception of the corner of Walnut Street and Oak Place where three residential buildings exist.

The representation of the entire property holdings of the United States Printing & Lithography Co. is shown in the 1918 Montclair Tax Map (Figure 37). Although it does not identify buildings, the viewer gets the sense of a large operation able to churn out hundreds of “labels, cartons, show cards, calendars and show-cards, window trims, pictures, posters, etc.”<sup>75</sup>



Figure 37. Montclair Tax Map. 1918. Courtesy of the Montclair Public Library.

In 1917, the New Jersey Coated Paper Company erected an additional shed along the train siding which entered the property from the railroad tracks to the east. This structure was constructed of fire preventative steel with fire-brick walls and used for the storage of the finished product until it was loaded onto railroad cars.<sup>76</sup>

The fire prevention measures were necessary considering the highly flammable raw materials and the finished paper product. The transition into “coated paper” production required the storage and mixing of natural substances such as clay, casein, bentonite, and talc which was applied by roller or brush applicators.<sup>77</sup> These papers were sold to printers who created the colored advertisements for their products. The creative era of the Crump Label Factory, with its artists, designers, colorists, etchers, engravers, lithographers and printers no longer existed.

<sup>75</sup> *Moody's Manual of Investments and Security Rating Service*. John Moody.

<sup>76</sup> *Montclair Times*. July 21, 1917. 12.

<sup>77</sup> <https://www.paperonweb.com/grade.htm#c>

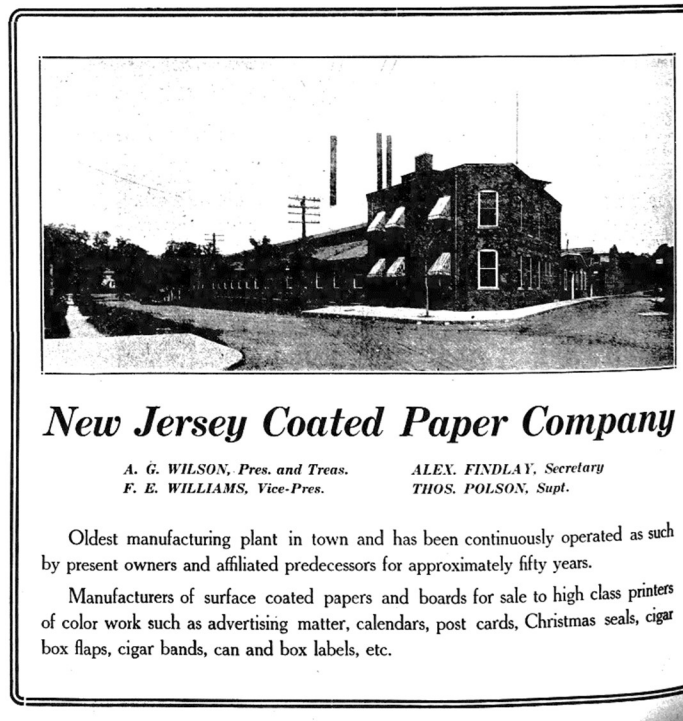


Figure 38. *Montclair Times*. November 11, 1922. 30.

The advertisement for the New Jersey Coated Paper Company in the *Montclair Times*, from 1922 (see Figure 28) shows the two-story brick office building at the corner of Label and Erie Streets.<sup>78</sup> One can also see the lower brick buildings (demolished) extending along Label Street to Forest Street which once housed the storage and coating rooms, plus the three stacks and the water tower in the background (demolished).

Work carried on at the New Jersey Coated Paper Company during the 20's. Advertisements appeared in successive years in *Lockwood's Directory of the Paper, Stationery and Allied Trades*.<sup>79</sup> The New Jersey Coated Paper Company applied for two patents for a surface coated printing, writing, wrapping, book and cover paper known as "Jerpaco", No. 213.394 and another known as "Clairfold", No. 213.396.<sup>80</sup>

Permission was granted to renovate a freight shed at the railroad siding in 1917. The structure was constructed with fire brick and covered in steel, and made multiple shipments possible.<sup>81</sup> The company also applied for a building permit to construct a mezzanine platform in the factory building on the corner of Oak Place and Erie Street in 1925, indicating that the business was thriving.<sup>82</sup>

<sup>78</sup> This building is extant and is one of the subject buildings in the nomination report.

<sup>79</sup> <https://books.google.com/books?id=Q8AAAAAMAAJ&pg=PA401&lpg=PA401&dq=new+jersey+coated+paper+company&source=bl&ots=u7zc89uPOK&sig=ACfU3U3JbEzCM86PbZEFQROxoSTPyIPPQ&hl=it&sa=X&ved=2ahUKEwjGvPKskfb-AhWSK1kFHaxhAuw4qgEQ6AF6BAGbEAM>

<sup>80</sup> *Paper Trade Journal*. Vol. 81. New York & Chicago. July 9, 1925. 40.

<sup>81</sup> *Montclair Times*. July 21, 1917. 12.

<sup>82</sup> *Ibid*. February 24, 1926. 12.



By 1927, the New Jersey Coated Paper Co. was feeling the pinch of the depression and the employees were notified that they were “closing out this division”. Hundreds of men and women were soon seeking new employment.<sup>83</sup> Company officials were unable to determine the future of the factory buildings and they remained empty until Montclair Township proposed to purchase the property and buildings.

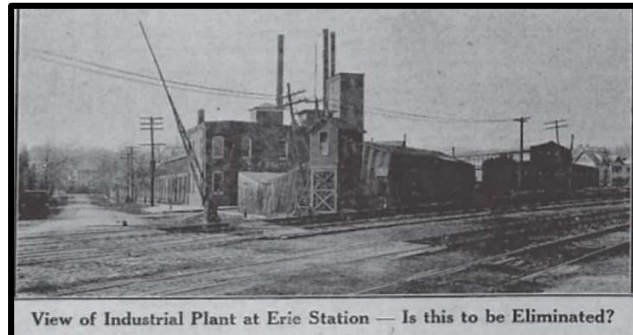


Figure 39. Montclair times. October 23, 1926.1.

### **5.6 Montclair Township 1929-1937**

On July 10, 1929, the Township published an ordinance announcing the purchase of the property owned by the United States Printing and Lithograph Corporation in the *Montclair Times*.<sup>84</sup> The township of Montclair obtained the New Jersey Coated Paper Company buildings and property for \$150,000,<sup>85</sup> and included the purchase of the L-shaped area bounded by Oak Place, Erie Street, Label Street and Forest Street, recorded in Deed Book, Map 34, Block 6, Lot 30, the area where the buildings of the Crump Label Company were located and the location of the subject parcels, 1,2, and 3 (see Figure 40). There were no immediate plans for the site, but under consideration were a municipal storehouse, a playground, a railroad siding and the centralization of the municipal water department.<sup>86</sup>

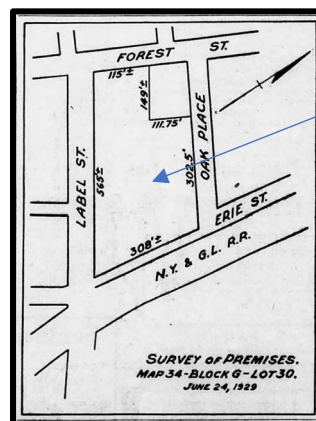


Figure 40. Montclair Times. July 10, 1929. 7. Blue arrow points to the parcel purchased by Montclair Township.

<sup>83</sup> *Montclair Times*. May 11, 1927. 1.

<sup>84</sup> *Ibid.* July 10, 1929. 7. It’s interesting to note that Montclair’s town planning board was created at this time. Notice was given in the *Montclair Times* on June 21, 1930.

<sup>85</sup> *Ibid.* July 10, 1929. 1

<sup>86</sup> *Ibid.* July 31, 1929. 1.

The township justified the price for the property by selling three extraneous municipal properties.<sup>87</sup> Montclair's Mayor Philips offered the statement that "owing to the expansion and development of the town, we need .... these features".<sup>88</sup>

SITE WHICH TOWN PROPOSES TO PURCHASE FOR MUNICIPAL PURPOSES

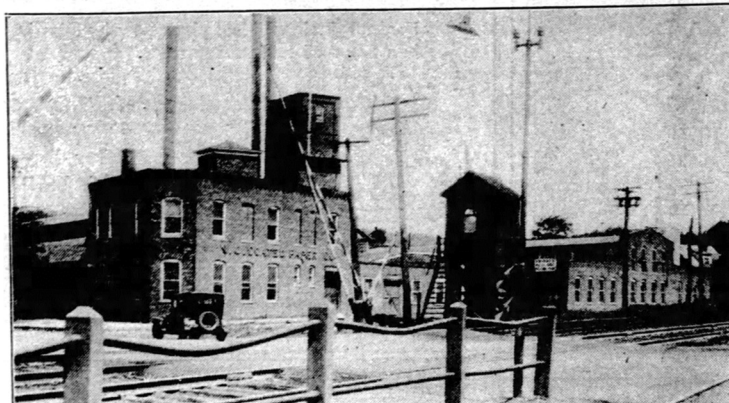


Figure 41. *Montclair Times*. June 29, 1929. 1. Note the extant commercial two-story brick building with tower at the corner of Label and Erie Streets to the left and the extant industrial two-story brick building to the right. The smokestacks, freight building and tall tower are demolished. At the time of this photo, Label Street crossed the railroad tracks.

By 1930, the elimination of the Label Street railroad crossing was being discussed with the idea of developing the land to the east of the tracks into a parking lot with a surrounding park. The township hoped that it would improve the appearance of the Walnut Street Station, which was becoming a commuter hub, serving the homes on Christopher and Montclair Avenues, an upscale suburban neighborhood. The township developed a plan which showed these upgrades (see Figure 42). The majority of the manufacturing buildings to the west of the tracks were considered unsightly and the railroad tracks served as the defining boundary of the dissimilar neighborhoods.<sup>89</sup>

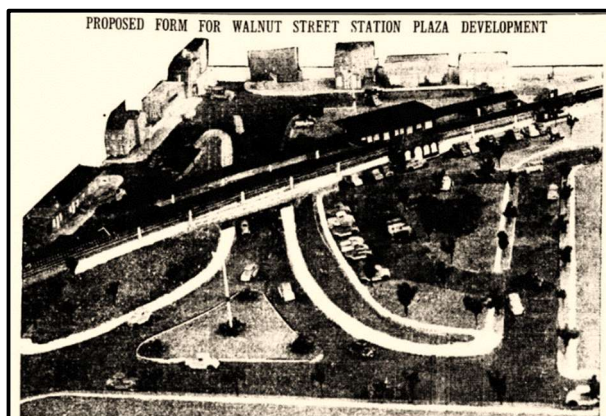


Figure 42. *Montclair Times*. February 15, 1930. 1. This plan was never realized.

<sup>87</sup> *Montclair Times*. June 26, 1929. 1.

<sup>88</sup> *Ibid.* June 29, 1929. 1.

<sup>89</sup> *Ibid.* February 15, 1930. 1.

Although the Walnut Street Station Plaza Plan was not realized, the lot to the east of the Erie tracks was acquired and cleared, despite great public outcry.<sup>90</sup> The entire plant of Thomas Wood, dealer in numerous goods, including blue stone, was demolished when the township acquired the one and half acre parcel in anticipation of the development plan (see Figure 43). Today the land is known as Christopher Park. (See Figure 44).

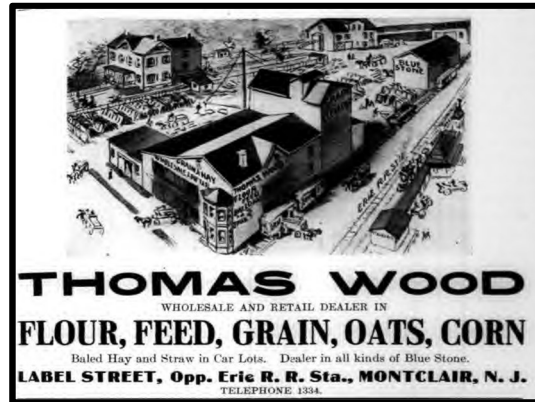


Figure 43. Montclair Business Directory. 1908. Montclair Public Library.  
<https://www.digifindit.com/montclair/pdfJS/web/viewer.html?file=../../data/cd/1908.pdf>

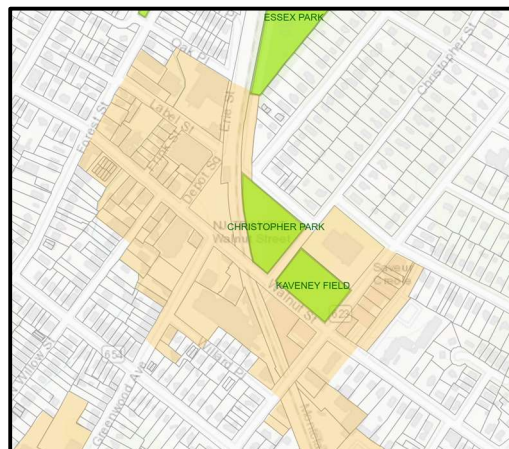


Figure 44. Map of the location of Christopher Park in relation to the railroad tracks.  
[https://www.montclairnjusa.org/government/departments/recreation\\_cultural\\_affairs/parks\\_and\\_park\\_facilities](https://www.montclairnjusa.org/government/departments/recreation_cultural_affairs/parks_and_park_facilities)

The township was intent on “improving” the industrial site along the tracks at the Walnut Street Station, a concept which landscape architect, John Nolen advocated in his 1909 plan outlined in *Montclair: Preservation of its Natural Beauty and its Improvement as a Residence Town*.<sup>91</sup> Township plans for the development of the Walnut Street Station Plaza never materialized as the depression created havoc in the economy.

In a bid to make the entire Label Street site economically viable, Montclair Township announced a plan to host a business and automobile exposition in the buildings. The Montclair Chamber of Commerce and the Montclair Automobile Dealers Associated co-

<sup>90</sup> *Montclair Times*. February 26, 1926.

<sup>91</sup> John Nolen. *Montclair: The Preservation of its Natural Beauty and its Improvement as a Residence Town*. Montclair: 1909. 19.



sponsored the event, announcing in the *Montclair Times* that a “wide variety of merchandise and over 200 cars would be displayed”.<sup>92</sup>



Figure 45. *Montclair Times*. October 4, 1930. The commercial brick corner building at Label and Erie streets decorated with bunting for the “Montclair Exposition” in 1930.

However, the site was not conducive for this type of event, especially during the growing economic downturn triggered by the Depression. Montclair Township was forced to reconsider the future of the Crump Label factory buildings, the purchase of which was decried as a “white elephant”.<sup>93</sup> Criticism subsided when it was announced that the Montclair Poor Department would move into the buildings as the original City Hall quarters were too crowded due to “the depression and more families in need of aid at the time.” The newly renamed Department of Public Welfare transferred into sub-divided rooms in the old factory buildings which were centrally located in the township, a convenient location for families seeking assistance (see Figure 46).<sup>94</sup>



Figure 46. Real Estate Atlas of Montclair. Franklin Survey Co., Philadelphia, 1933. Vol. 3. Detail of Plate 9. <https://montclairhistory.lunaimaging.com/luna/servlet/detail/MHC~4~4~82~1195:Plate-9--Montclair--of-the-Atlas-of?qvq=&mi=499&trs=133>

<sup>92</sup> *Montclair Times*. February 15, 1930. 1.

<sup>93</sup> *Ibid.* July 28, 1936. 12

<sup>94</sup> *Ibid.* October 30, 1931. 1.



The 1933 *Franklin Survey Map of Essex County, New Jersey* shows the “Department of Welfare” as a large complex containing brick and wood framed buildings with a railway siding entering the property to the west of the main tracks. It depicts the siding crossing Toney’s Brook. The large brick industrial building at the corner of Oak Place and Erie Street is evident as is the corner brick commercial building at the intersection of Label and Erie Streets (see Figure 46). The *Sanborn Fire Insurance Map* of 1934 shows the complex in greater detail. The industrial brick building on the corner of Oak Place and Erie Street is depicted as a general warehouse, while a portion of the brick commercial building on the corner of Label and Erie Streets is listed as an office. Also illustrated, is a combination brick and wood framed building to the west of Toney’s Brook, where the railway siding terminated in the interior of the site (see Figure 47).

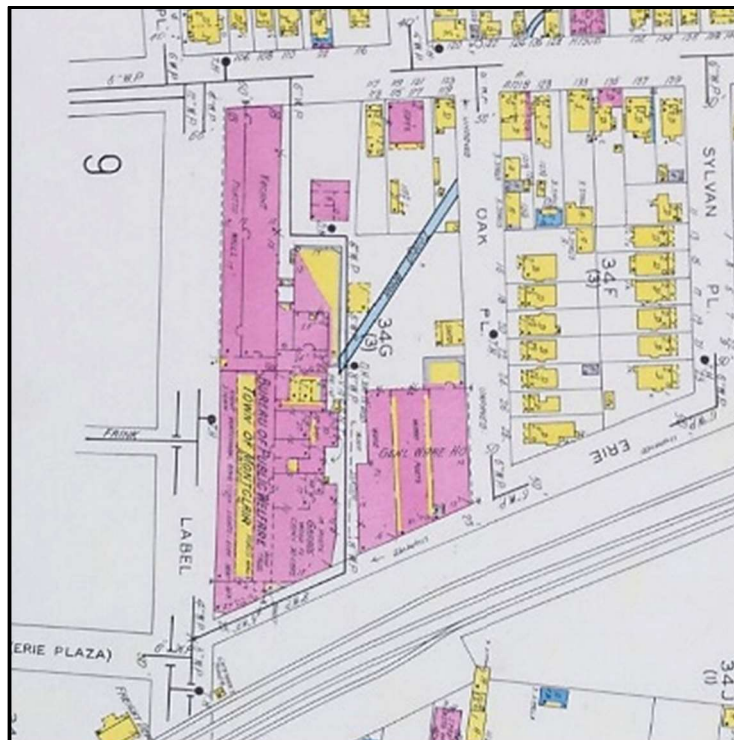


Figure 47. Sanborn Fire Insurance Map. New York: Sanborn Map Company. Detail of Plate 22. 1934.  
<https://montclairhistory.lunaimaging.com/luna/servlet/detail/MHC~4~4~22~1167:Plates-21-and-22-of-Sanborn-Fire-In%3Fqvq%3D%26mi%3D448%26trs%3D1331?qvq=&mi=448&trs=1331>

The Department of Public Welfare contained a municipal garage with an entrance on Erie Street. It also provided work for unemployed men through the collection of dead wood and trees from the streets. The wood was bundled for needy families to be used for fuel in place of more expensive coal.<sup>95</sup> The Department of Public Welfare was housed in this facility for six years, while the township sought to lease the buildings to the United States Department of Agriculture as a base for a tree conservation workforce responsible for northern New Jersey and New York. The agency hoped to use the buildings as a center to study Dutch elm disease and Japanese beetle pests. This initiative was cancelled by the federal government due to the cost of repairs to the buildings.<sup>96</sup>

<sup>95</sup> *Montclair Times*. October 30, 1931. 1

<sup>96</sup> *Montclair Times*. January 14, 1936. 1.

Additional attempts to sell the land and buildings failed. Offers to lease the site to prospective light industry firms, such as a radio maker and others, failed due to the township's short-sighted refusal to entertain the idea owing to upcoming municipal elections.<sup>97</sup>

By July of 1936, the township declared that the costs associated with lighting, heating and custodial services of the Old Crump Label Factory were deemed too expensive for the Township to maintain and it was determined that the buildings should be razed to make way for a play-ground.<sup>98</sup> Clifford C. Wendehack, a well-known Montclair architect with offices in New York City was hired to design the recreation area.<sup>99</sup> The Department of Welfare needed to find new quarters; in addition, the American Legion Crawford- Crewes Post and the Sea Scouts were displaced.<sup>100</sup>

The demolition of the property was blamed on "successive administrations who failed to metamorphose a liability into a revenue, despite periodically expressed ambitious plans ..." The decision to demolish was lauded by the *Montclair Times* as long overdue.<sup>101</sup>

### **5.7 The Montclair Automobile Testing/Inspection Center and the Demolition of the majority of the Crump Factory Site 1937- 2008**

The entire complex of the Crump Factory Buildings was slated for demolition to be replaced by a play-ground, but by March, 1937, plans to lease part of the property to the state of New Jersey as an automobile testing station/inspection station were secured. Clifford C. Wendehack, the original designer of the playground was chosen as the architect for the building.<sup>102</sup> Two of the original buildings, dating from the United States Printing Company tenancy were to remain; the corner commercial brick building at Label and Erie Streets and the large brick industrial building on Erie Street and Oak Place.<sup>103</sup>

The demolition of Crump Factory buildings offered jobs to 102 Works Progress Administration workers, all Montclair residents. The razing of the buildings provided architectural salvage for the proposed inspection station. A total of \$750 worth of salvaged material was used in the construction of the new automobile testing building and over \$1,000 was used in additional Township projects.<sup>104</sup> The project was an important economic incentive to the unemployed men and families who were feeling the deprivations of the Depression. The work took five months to complete. The cost to the Federal Government was almost \$50,000.00 with the township contributing \$5,000.00 (see Figure

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<sup>97</sup> Ibid. May 19, 1936. 1.

<sup>98</sup> Ibid. July 24, 1936. 1.

<sup>99</sup> Ibid. July 31, 1936. 1. Clifford C. Wendehack was noted for his design of golf course clubhouses. He designed the clubhouses at Mountain Ridge Country Club, the Winged Foot of the NYAC, Forsgate, Hackensack Golf Club, among others. He also designed houses in the Tudor- revival style. A few of his houses are extant in Montclair, including his own home at 124 Gordonhurst Ave.

<sup>100</sup> Ibid.

<sup>101</sup> Ibid. July 28, 1936. 8.

<sup>102</sup> Ibid. March 23, 1937. 1.

<sup>103</sup> Ibid. These two buildings are extant.

<sup>104</sup> Ibid. November 19, 1937. 2.

48).<sup>105</sup> The State of New Jersey signed a lease agreement in May, 1937 with a five-year annually renewable lease. The station opened in December, 1937<sup>106</sup> (see Figure 49).



Figure 48. *Montclair Times*. February 26, 1937. One of the Crump Factory buildings being demolished and a sketch of the automobile testing center by Clifford C. Wendehack, architect.

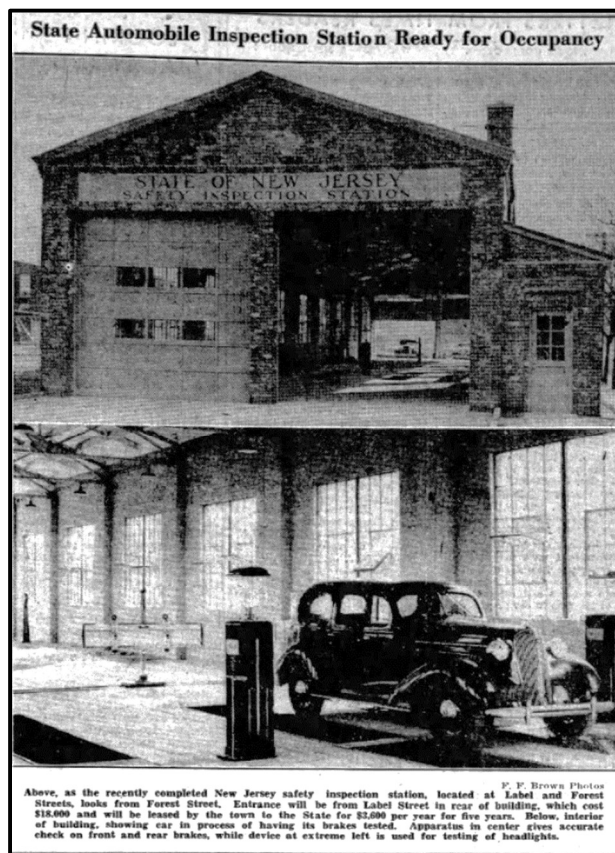


Figure 49. *Montclair Times*. December 3, 1937. 9. Opening of the Montclair Inspection Station at 16 Label Street.

<sup>105</sup> *Montclair Times*. March 23, 1937. 3.

<sup>106</sup> *Ibid.* December 3, 1937. 9.

In 1998, the State of New Jersey determined the Montclair Inspection Station as one of the original eleven New Jersey Department of Transportation, Division of Motor Vehicle Services, Inspection Stations. “Taken as a group, under NRHP Evaluation Criterion, the inspection stations retain integrity of 1937-1938 construction. They maintain association with the history of New Jersey’s efforts to promote motor vehicle and highway safety and they embody distinctive characteristics of the property type of a NJ Department of Motor Vehicles Inspection Station.”<sup>107</sup> At that time, the Label Street Inspection Station was considered eligible for listing in the National Register (see Figure 50).<sup>108</sup>

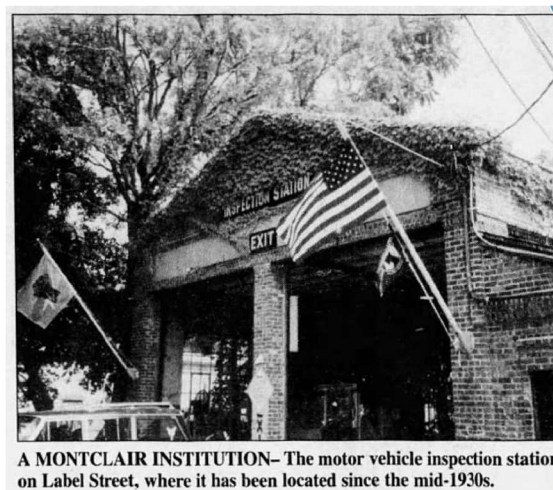


Figure 50. *Montclair Times*. August 26, 1999. 2.

The Label Street Inspection Station closed its door in 2008<sup>109</sup>. In 2010, Montclair Township sold the building to the present owner to close a gap in the 2010 municipal township budget (Deed Book 12275, page 6412, recorded October 5, 2010). The building has been renovated into commercial and office space.<sup>110</sup> It retains the majority of the original façade and is privately owned. The current building corresponds to Parcel 1 in this report.

### **5.8 Montclair Township post Crump Factory Demolition 1937-1946**

After the demolition of the majority of the Crump Factory site, Montclair Township’s Housing Authority proposed a 163-unit Low-Cost Housing development on the factory site and 38 adjacent private properties on the west-side of Forest Street and the north-east corner of Forest Street.<sup>111</sup> This scheme failed to materialize, as federal funding was cut, but one can see from the plan, published in the *Montclair Times* the location of the State Automobile Testing Station in relation to the project (see Figure 51).

<sup>107</sup> See Appendix D: *Cultural Resources Report, New Jersey Department of Motor Vehicle Inspection Stations Statewide, New Jersey National Register Eligibility and Effects Evaluation*. June 9, 1998 for the entire report.

<sup>108</sup> Marvin A. Brown. 1998. *Cultural Resources Report, New Jersey Department of Motor Vehicles, Vehicle Inspection Stations Statewide, New Jersey, National Register and Effects Evaluation*. State of New Jersey. HPO-F98-37.

<sup>109</sup> *Montclair Times*. June 5, 2008. A7.

<sup>110</sup> *Ibid.* April 22, 2010.

<sup>111</sup> *Ibid.* October 25, 1938. 1.



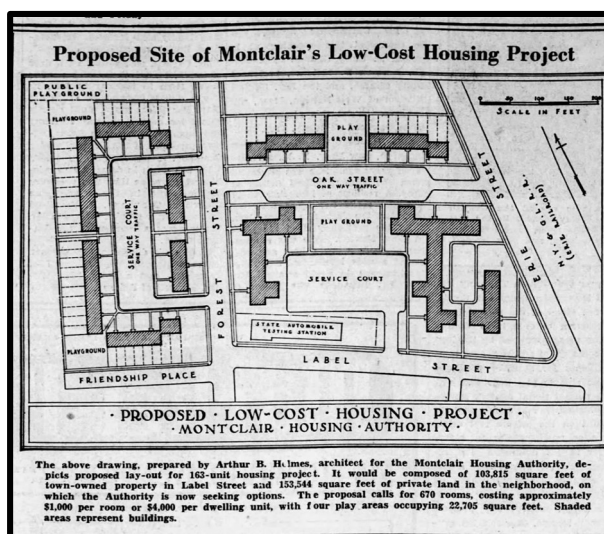


Figure 51. *Montclair Times*. October 25, 1938.

In 1940, the Township of Montclair leased portions of the two remaining brick buildings, the two-story brick commercial building on the corner of Label Street and Erie Street and the brick industrial building on the corner of Oak Place and Erie Street to the Oiljak Manufacturing Company of Montclair. The Label Street property was utilized for storage and assembly purposes, augmenting Oiljak's headquarters based at 18 Depot Square.<sup>112</sup>

## **5.9 The Oiljak Manufacturing Company of Montclair 1940-1961**

In 1934, the Globe Press brick building, on the corner of Depot Square and Label Street was offered for a sheriff's sale of mortgaged premises.<sup>113</sup> The following year, the Montclair Trust Company, acting as agents for the Oiljak Manufacturing Company filed for permission to use the building at 18 Depot Square, for light manufacturing.<sup>114</sup> Oiljak, known as a "contract" company and the "detectives" of the manufacturing industrial field, was founded in East Orange in 1931. Oiljak's first plant was on Glenridge Avenue, but it quickly outgrew that and moved to Depot Square in 1934. Oiljak was known for making and designing or redesigning products by other companies.<sup>115</sup>

Soon after Oiljak's move to Montclair, the company became involved in creating and manufacturing products for the war effort. They are recognized with creating fuses and bombtails for the British Government in the early years of the war and then progressed to beach barrage rocket fuses and incendiary bomb fuses used by the United States on Pacific landings. At the height of production Oiljak employed over 400 people with a unique and efficient system to keep the plant working 24 hours a day. They tailored the work for maximum production for the war effort by creating shifts of workers, the timing revolving

<sup>112</sup> *Montclair Times*. September 20, 1940. 2.

<sup>113</sup> *Ibid.* July 31, 1934. 11.

<sup>114</sup> *Ibid.* November 8, 1935.

<sup>115</sup> *Ibid.* November 9, 1961. 15. Such diverse products as the Snow Cup Orange Juice container and a coin operated machine used to sell insurance policies were manufactured in the Montclair. There were many others.

around the workers availability, so there were workshifts for “bankers”, “apron” (for women with children) and “housewives.”<sup>116</sup>

In addition to contracts with the Navy and Army, Oiljak was a sub-contractor for radar and communication for the Radio Corporation of America and the Radiomarine Corporation. The plant was self-efficient, with welding, grinding, plating and printing departments. They handled the packaging, shipping and world-wide distribution. Engineers were on-staff to create products, with functional and attractive designs for marketing purposes.<sup>117</sup>

Oiljak expanded their operation into a portion of the two buildings which survived the demolition of the Crump Factory buildings in 1937. These leased premises increased their storage and assembly capabilities. The proximity to the railroad offered expedited freight options to their customers, both national and international. Business was booming and Oiljak was recognized by the Army and Navy with the coveted “E” award three times during the war years.<sup>118</sup>

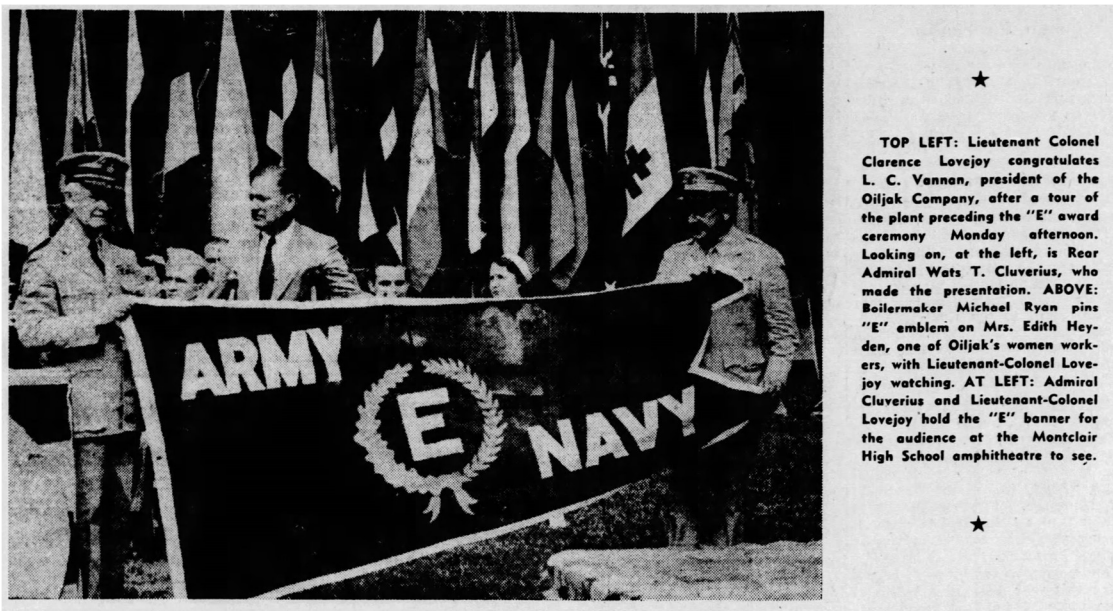


Figure 52. *Montclair Times*. August 3, 1944. .

During the 1940’s Oiljak was considered the largest employer in Montclair, with an honor roll of over one-hundred employees in the armed services and two gold stars. They were known for absorbing returning servicemen into their work-force. At the end of the war they turned their production into products for peace-time which included spark-plugs, cleaners, grass shears, parts for battery testers and chargers, lights and other objects.<sup>119</sup> The *Montclair Times* lauded the company: “Oiljak is a Montclair institution.”

<sup>116</sup> *Montclair Times*. November 9, 1961. 15.

<sup>117</sup> Ibid.

<sup>118</sup> Ibid. August 10, 1944.

<sup>119</sup> Ibid. October 11, 1945.



Figure 53. Photos of Oiljak employees. ca.1944. Courtesy of Montclair Public Library.

Amid the hub of activity in the Label Street area, Montclair Township still owned the old Crump factory site including the income-producing NJ State Automobile Testing Station. The Label Street/Walnut Street district straddled the railroad tracks with light manufacturing and work-force housing positioned to the west and open space, a school, recreational field and middle-class housing to the east. The Crump factory site occupied a large parcel of saleable land and the township was ready to capitalize on that fact.

The township advertised the Crump factory site for sale at auction on July 18, 1946.<sup>120</sup> As the Oiljak Company was leasing the property, it was assumed that Oiljak would be serious contenters at the sale. Lively bidding ensued on July 30, and Oiljak scored the winning bid to buy the property and the two remaining original US Printing Company factory buildings for \$61,000 as recorded in Deed Book F 109, page 15, dated December 30, 1946. The property corresponds to current lots 4, 5, 6 and 7 which the Montclair Tax Map of 1948 identifies as Map 34, Block G, Lot 30. Montclair Township maintained the rectangular lot on the corner of Label and Forest Streets, the location of the Motor Vehicle Testing/Inspection Station. Montclair had owned the site for eighteen years and the Oiljak purchase returned the property to a manufacturing enterprise<sup>121</sup> (See Figure 54).



Figure 54. Montclair Tax Map. 1948. Courtesy of Montclair Public Library.

<sup>120</sup> *Montclair Times*. July 18, 1946. 7.

<sup>121</sup> *Ibid.* July 18, 1946. 2.

Oiljak expanded from 18 Depot Square to the 27,000 square feet that both buildings on the Crump property offered and 113,000 square of the factory yard. These larger premises offered more opportunities for the company. They developed and produced a demountable stage for the United Nations General Assembly Hall. Another innovation was in facimile communication produced by rapidly printing images and transporting them thousands of miles via wire or radio. <sup>122</sup>

A preliminary, working Sanborn Fire Insurance Map, dated 1948-1950 shows the Oiljak property and buildings on the north side of Label Street. There is a rectangular building straddling Toney's Brook in the middle of the large lot. It is labeled "Home Appliance W" with steel beams, concrete floor and cinder block construction (see figure 55). The location and construction corresponds to the existing building at 18 Label Street and the mention of the "steel beams" corresponds to the beams supporting the train bridge over the brook, which are depicted in the 1907 Sanborn map and the Frankline Survey Map of 1934.

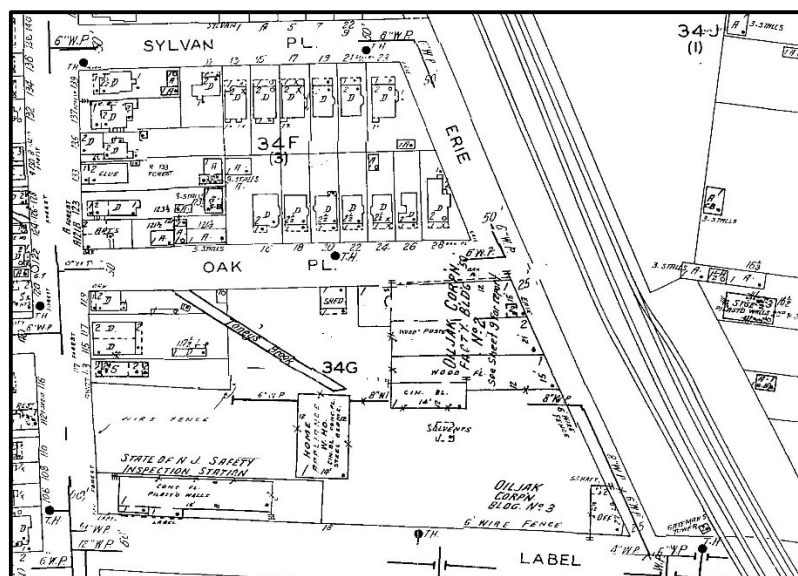


Figure 55. *Sanborn Fire Insurance Map. 1948-1950. Working Copy with corrections. Courtesy of Rutgers University Library.*

In 1948, Oiljak sub-divided a portion of their site to Anthony Ferrara (Montclair Deed Book C112, p. 453, recorded October 9, 1948). This new lot, now 107 Forest Street, fronted on Forest Street, next to the Inspection Station, two hundred and forty-nine feet east, part of the Oiljak land. Although the lot is not a part of this nomination report, the history of its development is important to the district. Ferrara sold this lot to Michael Quadrel, owner of a local trucking and rigging company in 1950 (Montclair Deed Book II 15, P. 119, dated July 6, 1950). Quadrel sold this lot and building to R. A. McDonough & Sons in 1964 (Deed Book 4022, page 181, recorded June 10, 1964). This company maintained a tire rethreading company on the premises which serviced a variety of vehicle tires, including aircraft tire recapping. <sup>123</sup>

<sup>122</sup> *Montclair Times*. May 7, 1953. 24.

<sup>123</sup> *Ibid.* May 10, 1962. 11.



Quadrel bought the lot corresponding to Parcel 2 in this report from the Oiljak Company in 1950 ( Deed Book 0114, p. 142, recorded February 16, 1950). This corresponds to the current property located at 18 Label Street. In 1951, a knitting mill was located in the building on the site (see figure 56). The Prestige Knitting Mill was located at 18 Label Street until 1958 when Quadrel sold the property to R.A. McDonough & Sons (Deed book 4022, p. 181, recorded June 10, 1964). This allowed McDonough to expand the business into the two buildings. By 1962 they were the largest dealer of Goodyear Tires, with the recapping work done in Montclair, showrooms in Millburn and Montclair and a warehouse in Orange.<sup>124</sup> In 1964, the McDonough Company received approval from Montclair Township to build a one-story addition connecting the building at 18 Label Street to the building at 107 Forest Street.<sup>125</sup>

By 1972, the McDonough Company was focusing on rubber reuse and recycling tires rather than manufacturing and they sold the two tracts (107 Forest and 18 Label Street) to Van Loon Realty Company . James Van Loon was the owner of Sterling Net and Twine Company which manufactured shipping and fishing nets in the buildings.<sup>126</sup>

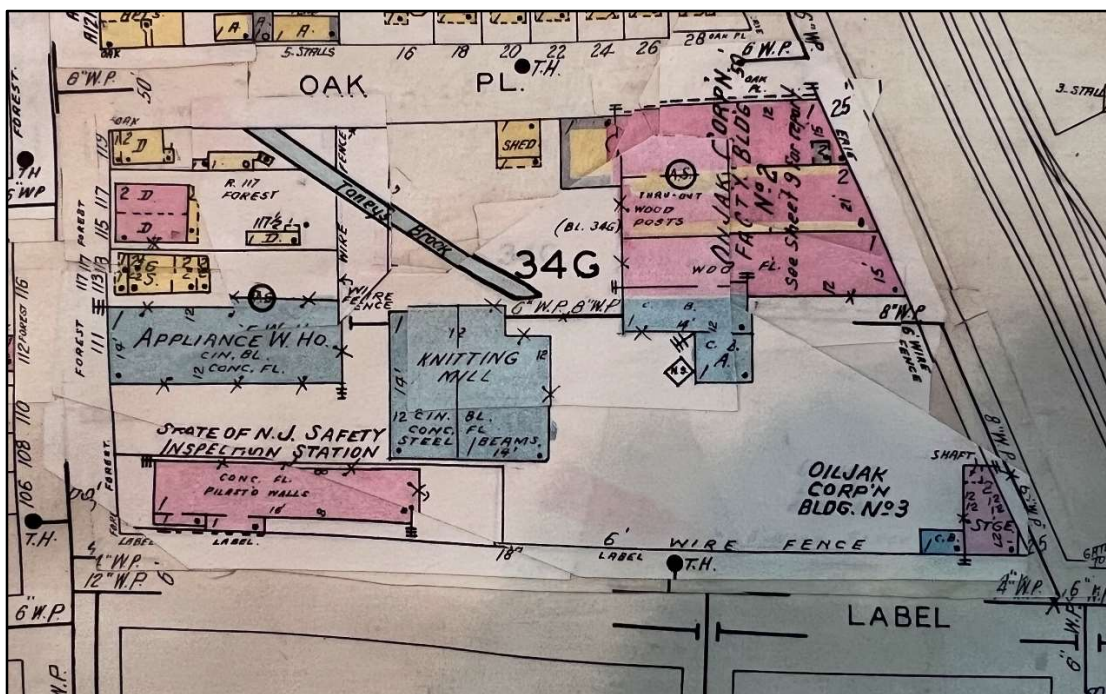


Figure 56. Sanborn Insurance Map. 1951. . Courtesy of Rutgers University Library.

When Oiljak subdivided its property on the north side of Label Street (107 Forest Street and 18 Label Street) in 1948 and 1950, Oiljak maintained the large industrial building on Erie Street and Oak Place and the small two-story commercial brick building on the corner of Label and Erie Streets, corresponding to Parcel 3 in this report. The subdivision of 1950 corresponds to Parcel 2 in this report. This newly created lot (Lot 6 on the current

<sup>124</sup> *Montclair Times*. May 10, 1962. 11.

<sup>125</sup> *Ibid.* April 23, 1964. 8.

<sup>126</sup> Obituary. James Van Loon. January 13, 2009. <https://www.legacy.com/us/obituaries/legacyremembers/james-van-loon-obituary?id=13147384>

Montclair tax map) includes the entire length of Toney's Brook from Oak Place to Label Street . (see Figure 56).

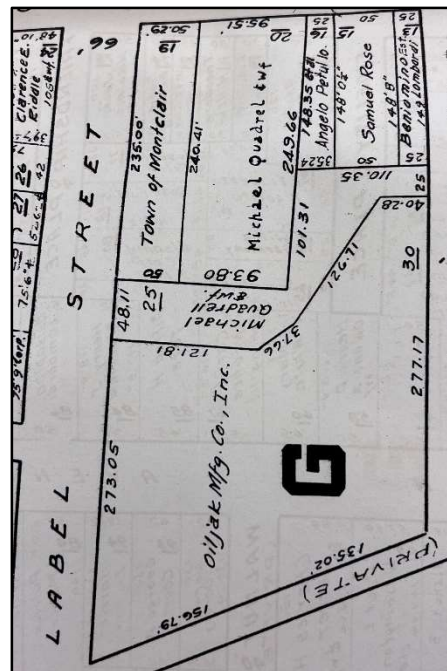


Figure 56. *Montclair Township Tax Map. 1951.* Courtesy of Montclair Public Library.

War contracts were winding down and maintaining a large workforce with increasing production costs coupled with the maintenance of older buildings forced the company to look for a more economically feasible location. Although Oiljak was lauded in the *Montclair Times* as a “good example of a modern plant” Oiljak decided to move their entire operation to Stroudsburg, Pennsylvania in 1961.<sup>127</sup>

The former Oiljak Company property, located at 6-8 Erie Street, corresponds to Parcel 3 and Parcel 2 of this report. After Oiljak departed Montclair, they maintained the brick commercial corner building at Label and Erie Streets as a sales office for a few years.<sup>128</sup>

### **5.10 Additional Paper Related Manufacturing Companies in the Label Street Area Ca. 1915-1979**

The Globe Press, Inc., a paper printing plant with an outlet in New York City, opened on Depot Square in 1920. The building was located south of the New Jersey Coated Paper Company, across Label Street (now the site of Centercourt Sports). The Globe Press, Inc. offered “super printing services” for “discriminating clients”, as evidenced in its advertisement.<sup>129</sup> Globe Press, Inc. secured a permit for the erection of a brick structure costing \$35,000.00 at this location, establishing a printing plant that offered design and distribution services.<sup>130</sup>

<sup>127</sup> *Montclair Times*. January 26, 1961. 19.

<sup>128</sup> *Ibid.*

<sup>129</sup> *Ibid.* January 7, 1928. 2.

<sup>130</sup> *Ibid.* March 6, 1920. 2.

**Super Printing Service**

**T**HE Booklet, Folder, Announcement or Catalog that you plan to send out—which will represent YOU—is worthy of the best thought and the most attractive form and feeling that can be given it. If its elements are properly coordinated it can't help being successful!

**IDEAS** That Attract  
**DESIGN** That Holds  
**TYPOGRAPHY** That Persuades

The successful mailing piece is built upon a distinctive idea. Appropriate Design, forceful Copy, skillful Typing, rapid, good Printing and careful Distribution follow.

**COPY** That Sells  
**PRINTING** That is Profitable

The Globe Press offers you not only ink, paper and printing, but intellect, experience, ideas, art and the conscientious care necessary for the production of successful Direct Mail matter—and at a price you will consider reasonable.

Surely we can be of service to you!

**The GLOBE PRESS, Inc.**  
Erie Depot Square  
MONTCLAIR, N.J.  
Phone 2600-1

108 West 34th St.  
NEW YORK CITY  
Chicago 4440-1

**A PRINTING HOUSE OF DISTINCTION**

HOME OF THE GLOBE PRESS, ERIE DEPOT SQUARE, MONTCLAIR, N. J.

**A Modern Plant that Prints For Discriminating Clients**

Figure 57. *Montclair Times*. April 29, 1925. 2. and November 11, 1922. 34.

Cardinell-Vellum Manufacturing Co. established on the south side of Label Street in 1915, was another paper business in the neighborhood. John D. Cardinell moved the business from San Francisco to the Montclair location at 15 Label Street for its “good shipping and clean atmosphere.”<sup>131</sup> During WWI, the government’s need for vellum or tracing paper used for preparatory drawings for war effort goods grew so great that he moved the business to the east coast to take advantage of the extensive railroad system. Cardinell developed a type of vellum tracing paper known for its strength, durability and transparency. It was used by architects, engineers and manufacturing plants. The Montclair plant was known as the largest tracing paper plant in the United States.<sup>132</sup> In 1977, the business changed ownership, but tracing paper was still being produced until the building was demolished for the parking lot of a restaurant on Walnut Street.<sup>133</sup>

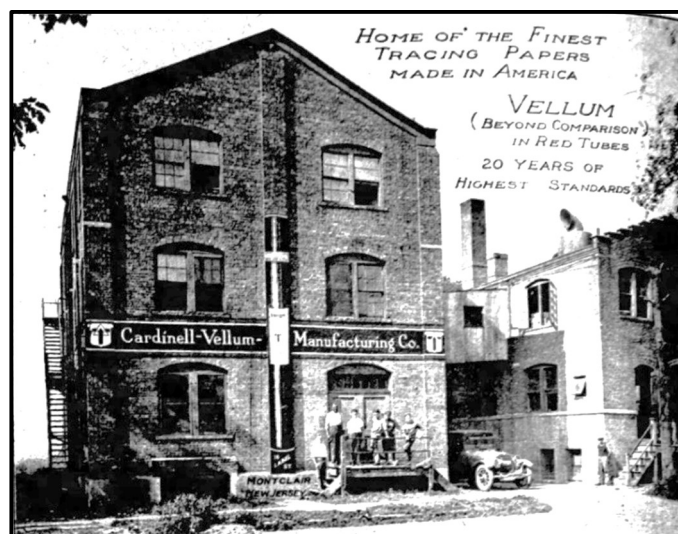


Figure 58. *Montclair Times*. November 11, 1922. 50

<sup>131</sup> *Montclair Times*. November 11, 1922. 50.

<sup>132</sup> *Ibid.*

<sup>133</sup> Eleanor Price. *Historic Sites Survey*. 0713 319. Cardinell Paper Company. 1981.

Although the Cardinell Vellum Manufacturing Company and the Globe Press were not situated on the subject parcels, it was within close proximity to the original Crump Label Factory and continues the association between the paper industry and the area of the Walnut Street starting from 1876, and underscores the manufacturing aspect of the Walnut Street and Walnut Street Business potential historic resources areas.<sup>134</sup> Together with the United States Printing Company DBA New Jersey Coated Paper Company, these three companies created jobs and products associated with the paper-trade and created the foundation for the area’s designation as a light manufacturing zone.<sup>135</sup>

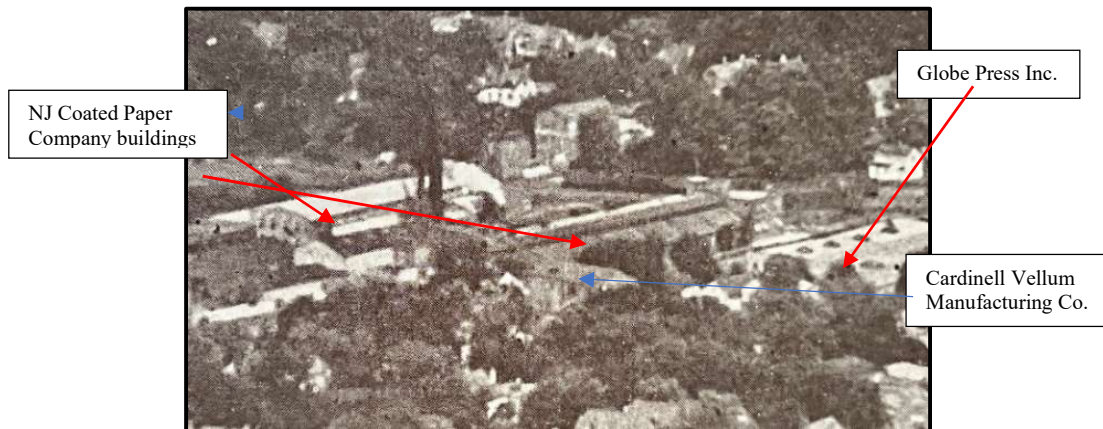


Figure 59. *Montclair in Pictures. Montclair Times Supplement. 1922.* Aerial view of Label Street Manufacturing Area showing the locations of the New Jersey Coated Paper Company, Globe Press Inc. and the Cardinell Vellum Manufacturing Co.

### **5.11 Label Street Manufacturing District 1961-2023**

In the intervening years, the three buildings within the proposed Label Street Manufacturing District historic site experienced changes in the use of the buildings. Constructed as commercial and industrial structures they display exterior characteristics of the 19<sup>th</sup> and early 20<sup>th</sup> century.

Parcel 1, 16 Label Street (Lot 5, Block 3307) was sold by Montclair Township to Montclair Loft Partners LLC in 2010 (Deed Book 12275, page 6412, recorded October 5, 2010). The former Testing / Inspection Station, constructed of reclaimed brick from the Crump Factory demolition was built in 1937. The Inspection Station closed in 2008 and in 2010 after the sale, the building was adapted for reuse as restaurant and commercial offices.

Parcel 2, 18 Label Street (Lot 6, Block 3307) currently contains a cinder block and steel beam structure built on the foundation of a Crump Factory building (see Figures 23, 24, 35, 46, 47, 55 and 56 to see the location of buildings from 1885-1951). The lot also contains two steel beams which cross over Toney’s Brook at the northeast corner of the current building. These beams correspond to the location of the railroad siding which departed

<sup>134</sup> Eleanor Price. *Historic Sites Survey*. 1981.

<sup>135</sup> This area is in the C-2 Zone identified as “General Business and Light Manufacturing”. Montclair Township On-line Zoning map.

<https://mntnjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=99c64c61b349495181648e8bf3ac0328>



from the main railroad tracks running parallel to Erie Street. This siding appears as early as the 1885 *Sanborn Insurance* map (see Figure 23). The siding is also seen on the 1907 *Sanborn Insurance* map with the railroad siding crossing Toney's Brook (see Figure 35). The steel beams with supporting beams cross over the culvert containing the brook. The construction is consistent with railroad bridge building at the time (see Figure 60).<sup>136</sup>



Figure 60. Current photo of steel beams spanning Toney's Brook. Dated 6/5/2023. Courtesy of Warehouse Storage Associates, LLC.



Figure 61. Images of building at 18 Label Street. On the left, women picketing the Prestige Knitting Mill. Photo from the *Montclair Times*. October 1, 1958. 30. On the right, the interior of the same building. Photo dated 6/5/2023, showing the current interior wall of the building façade shown in the photo to the left.

In 2011, Parcel 2 was sold by the estate of James C. Van Loon, and transitioned from manufacturing nets to a venue space operated by Forest Street Partners LLC. (Deed book 12289, page 9116, recorded January 3, 2011). Within three months the property was transferred to the current owner, Warehouse Storage Associates, LLC (Deed Book 12303, page 2842, recorded March 16, 2011). The current re-use as a event venue capitalizes on the industrial vibe of the area and the building with its exposed cinder block walls, concrete flooring and exposed HVAC tubing, metal windows and exterior views of the steel beams from the bridge siding (see Figure 61).

<sup>136</sup> Marshall M. Kirkman. *The Science of Railways*. New York: World Railway Publishing Co. 1894. Vol. 13. 243.

Parcel 3, currently known as 6-10 Erie Street (Lot 7, Block 3307) was identified as 34 Label Street in the 1980's. This parcel was sold by Oiljak Manufacturing Co.,Inc. to Schneidewind Realty Corporation in 1975. (Deed Book 3831, page, 26, recorded July 18, 1975). It was then sold to members of the Allan J. Rombough family (Deed Book 4450, page 1, recorded July 19, 1979). In 1985, the current owner, 34 Label Street Associates, obtained Parcel 3 (Deed Book 4889. page 966, recorded September 20, 1985). A redevelopment plan was approved by the Montclair Planning Board and in 1985 the Essex County Improvement Authority approved issuance of an \$800,000.00 Industrial Bond to finance the acquisition and renovation of the property. Part of the project included grading for parking and storage facilities and landscape and fencing plus the conversion of the second floor, consisting of 7,500 square feet, of the corner industrial building at Oak Place and Erie Street, into rental units for artists and professionals.<sup>137</sup> The first floor of the building, containing 25,000 sq. ft. , housed Luna Stage, a regional theater company, which opened at 6 Erie Street in 1993.<sup>138</sup> In 2009, Luna Stage found new quarters in West Orange. Currently, a group of entrepreneurs including commercial and light industry such as an insurance broker, architect, property developer, photographer and carpenters maintain offices and workspace in the building known as 7 Oak Place.

Richie Cecere's, a restaurant, opened in the former corner brick commercial building and office of the United States Printing Company, subsequently the Oiljak Manufacturing Company. Built on the original foundation of one of the buildings of the Crump Label Company, it was noted for the "transformation of the blighted factory building...into a swanky, retro restaurant space."<sup>139</sup> Located on the corner of Label and Erie Streets, the restaurant opened its doors in 1996 after extensive interior renovation. The exterior work duplicated the new addition's facade to match the original brick façade and fenestration and replicated the pattern of the corbeled brick cornice. The original footprint was increased and a tower was added to accommodate the restaurant's elevator shaft. This tower replicated the original Crump Factory drying tower, which was adaptively reused.

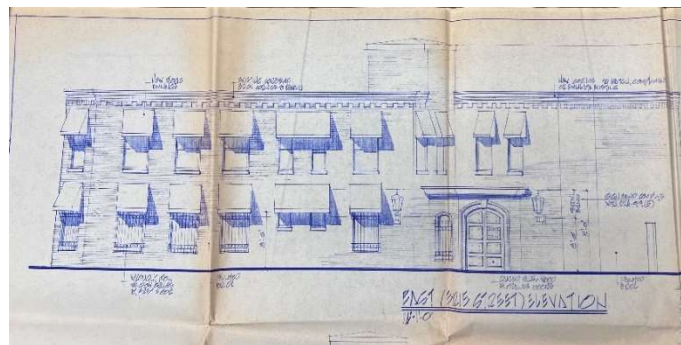
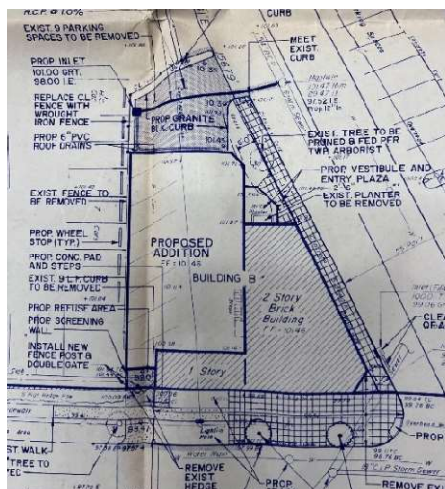


Figure 62. Architect's plans for exterior renovation and addition to brick corner commercial building at Label and Erie Street which opened as Richie Cecere's Restaurant in 1996. Courtesy of Montclair Planning Department.

<sup>137</sup> *Montclair Times*. December 12, 1985. 7.

<sup>138</sup> *Ibid.* October 7, 1993. 4.

<sup>139</sup> *The New York Times*. "Rat Pack Chic". October 10, 2004. Section NJ. 14.





Figure 63. Richie Cecere's Restaurant. 2011. Showing the renovation and restoration of the 2<sup>nd</sup> story façade. The 1<sup>st</sup> floor façade was clad in wood over the original brick, and retained the original window openings as seen in Figure 41.  
<https://baristanet.com/2011/12/ricchie-ceceres-pulls-liquor-license-sale-at-11th-hour/>

Richie Cecere's restaurant at 6 Erie closed in 2011. The building has not been occupied since that date.

## **6. Description of Buildings**

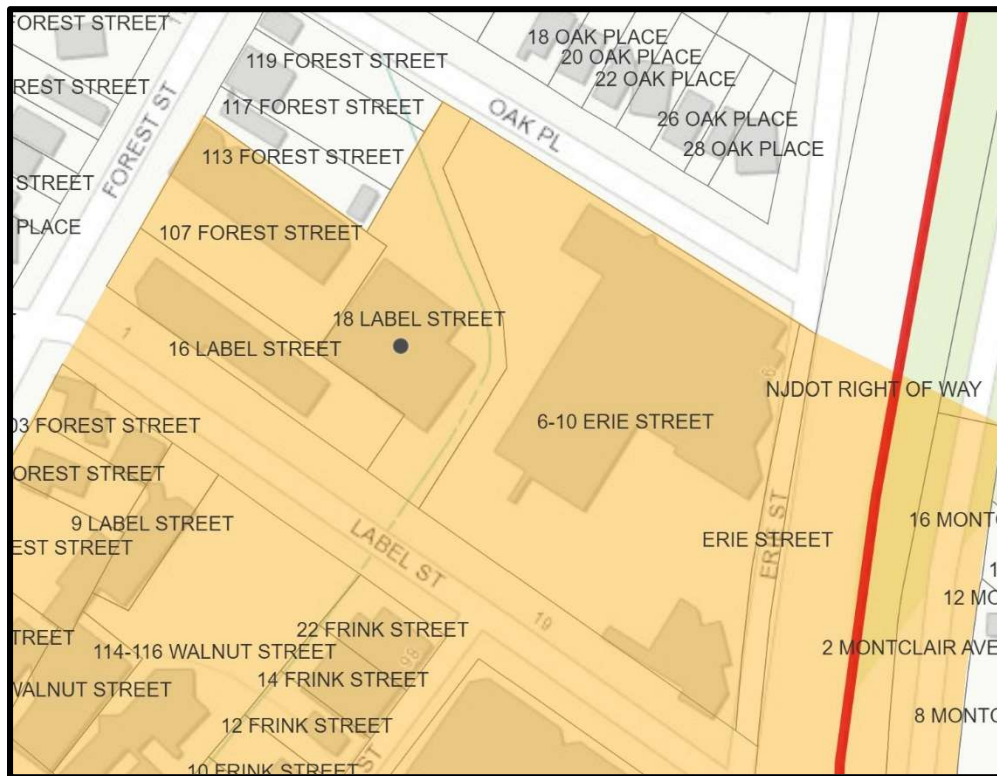


Figure 64. *Montclair Township Interactibe Map Viewer*. Showing the three subject lots and current buildings within the proposed Label Street Manufacturing District.  
[Shttps://mntjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=cc4800613230437db2a981a480dd4104](https://mntjplanning.maps.arcgis.com/apps/webappviewer/index.html?id=cc4800613230437db2a981a480dd4104)

The subject area currently has a combination of historic structures and buildings. The three buildings and one structure considered historic are:

1. Parcel 1 – 16 Label Street -Inspection Station – 1937- corner of Forest Street and Label Street – brick structure.
2. Parcel 2 – 18 Label Street – ca. 1946 – cinder block, cement block, brick structure including a pair of steel beams straddling Toney’s Brook used originally as the train bridge for access into the interior of the United States Printing Company site.
3. Parcel 3 – 2 structures – brick commercial building on the corner of Label Street and Erie Street (1906) and the brick industrial building on the corner of Erie and Oak Place (1907).

Parcel 1, the repurposed 1937 automobile inspection station stands on the corner of Forest Street and Label Street. It is a one and one-half story, two bay brick building with gable end roofs. Large, multi-pane windows punctuate the side elevations. Two over-head garage doors (facsimiles) are positioned at either end. There is an attached addition, with door and smaller windows, to the south and front of the building which is one-story and extends approximately 1/3 of the south façade. It is constructed of brick with brick piers positioned in-between the large windows. There is a wide cornice at the roof line with corbelling defining the recessed brick panels framing the windows. Built as an automobile testing station in 1937, it is constructed of repurposed brick from the Crump Label Company which once stood on this site.

Parcel 2, located at 18 Label Street, is set-back from Label Street and borders directly on Toney’s Brook is a one-story, combination cinder-block, cement block and brick structure. There is an entrance on Label Street and a garage door and entrance to a parking lot connected to the building at 117 Forest Street. There is a small parking area adjacent to the Label Street entrance. Listed in the tax records with a construction date of 1946, it is original to the Oiljak complex which occupied the original Crump Factory and subsequent paper companies after buying the property in 1946. The *1951 Sanborn Fire Insurance Map* indicate an addition to the north of the original building. Replacement metal windows and metal door-surround punctuate the south façade with a small parking lot accessible from Label Street. Cinder block construction in commercial properties is a common building element, prevalent in light manufacturing areas.

Parcel 3 contains two historic buildings whose construction dates from the United States Printing Company. The Oiljak Company subsequently expanded into these premises from 18 Depot Square in 1946. The first building, located at the corner of Label Street and Erie Street is built on the foundation of a Crump Label Company building. This is a two-story, brick, truncated building which appears in the *1907 Sanborn Insurance* map. The original building was modified in 1996 with additions, notably on the south, north and west. There are two bays on the south and five bays on the east facades. The brick building has a flat roof with a parapet defined by a corbelled, decorative brick cornice. The windows have arched brick lintels. The first-floor brick façade has been covered with wooden panels which do not cover the windows. The corner panels are fluted and frame a window. The entrance to the building is on the north-side. Additions include a tower, which mimics the original bell tower of the Crump factory. Stylistically, the building references 19<sup>th</sup> century commercial brick buildings.



The second building on Parcel 3 is located on the corner of Erie Street and Oak Place. It is next to the building at 6 Erie Street with a large work-yard separating the two structures. This yard contained the railroad siding which deviated from the main railroad tracks to the east. It is oriented from east to west, with the widest part of the building facing south, to take advantage of the natural light. The brick structure is one story on the north and south. The center section is a clerestory with a row of multi-paned windows running the entire length of the building. There are four bays on the west and east facades with fourteen bays on the north and south sides. The north and south sections have a flat roof with parapet, with the center section having a sloping parapet. All parapets are topped in glazed tile. The height of the center section allowed a mezzanine level to be built in the interior of the factory space. The east and north side front directly on the street with the south and west sides opening into an interior work-yard. The *1907 Sanborn Insurance* map shows a row of metal doors opening into the courtyard. A subsequent addition obscures these openings. The map indicates the wooden dividing walls which support the three sections of the multi-story building. 10 Erie Street, built in 1907, references factory buildings of the period with windows higher and larger to benefit from the natural light.

## **6. Statement of Significance.**

This report examines the industrial aspect of the of the area through its history and remaining buildings and structures, with the Period of Significance beginning in 1876 with the creation of the Samuel Crump Label Company to 1961 when the Oiljak Manufacturing Company, Inc. divested its holdings in Montclair and moved their operation to Pennsylvania. The research reveals a history of industrial development and use in Montclair in the study area which has not been previously recognized as a significant contribution to the pattern of development of the Township, how it developed, where and why.

The three lots located at 16 Label Street, 18 Label Street and 6-10 Erie Street are significant historic properties in the Township of Montclair for three reasons. The proposed *Label Street Manufacturing District* Historic District has integrity of location, setting, feeling and association with early manufacturing industries in Montclair, many associated with the paper trade and its uses, such as labels, playing cards, etc.... As the study area evolved, the manufacturing type of products fabricated and/or assembled in the buildings evolved; metal and rubber became more significant to the American economy and replaced the wood and other raw materials that fed the paper trade which had flourished in the study area.

In reviewing the criteria for the designation of historic landmarks under **Montclair Code Section 347-135A**, the property meets three of the key criteria elements, which correspond to the reasons the *Label Street Manufacturing District* should be locally landmarked as an Historic district in the Historic Preservation Element of the Master Plan or landmarked directly by the governing body.

1. *Are associated with events that made a significant contribution to the broad patterns of our history:*

Parcel 1 contains a 1937 brick structure, designed by local architect Clifford C. Wendehack, built as a state-operated motor vehicle inspection station pursuant to the enactment of state legislation requiring mandatory motor vehicle inspection. In 1998, State of New Jersey determined that the Montclair Motor Vehicle Inspection Station was eligible for listing in the National Register of Historic Places. This structure retained a high percentage of integrity and is associated with New Jersey's efforts to promote motor vehicle and highway safety. Under NRHP Criterion C, this structure embodies the distinctive characteristics of a ca. 1937 New Jersey Department of Motor Vehicles Inspection Station. The building is emblematic of the shift from rail commuting and rail freight use discussed in detail in this report of the study area, to personal automobile travel and the need for vehicular safety through inspections. In 2010, subsequent interior renovations transformed the building into a restaurant, however, the historic exterior of the building has been maintained.

The subject lot, Parcel 3, containing the two factory buildings, at the corner of Label and Erie Streets and the corner of Oak Place and Erie Street, were constructed by the United States Printing Company. The original complex of the Crump Label Factory and its association with the site reflected post-Civil War industrial growth in the northeast which relied on abundant energy sources including water power and railroad transportation. The United States Printing Company followed the Crump Label Company in this location and continued the traditions associated with the design and production of paper ephemera. Both companies were significant manufacturers of paper labels, calendars, and trade cards demonstrating high quality 19<sup>th</sup> century design and production. The scale of the buildings, determined from images and fire insurance maps, indicate that it was a substantial industry which employed state-of-the-art machinery, employment practices, and a large labor force. The remaining buildings of the United States Paper Company embody the distinctive characteristics of two 19<sup>th</sup> century brick buildings, one used as a commercial building and the other as an industrial factory. Subsequent companies utilized the buildings for the manufacture of diverse paper products. Additional businesses in the area directly neighboring the proposed *Label Street Manufacturing District* demonstrate that this area was connected with various aspects of the paper and printing industry, creating a district of similar trades.

Toney's Brook provided the initial energy via water-powered mills for the Crump Factory. Water mills powered the first industries of paper and woolen mills along the brook from Walnut to Elm Street, as early as the 17<sup>th</sup> century. Label Street and the surrounding neighborhood of the proposed historic districts of *Walnut Street*, *Walnut Street Business* and the *Label Street Workers Housing* districts exist as a microcosm of a prosperous early, light industrial area. This image is in contrast to the usual representation of Montclair as a wealthy, residential commuter suburb.

The industries' connection to the railroad at the Walnut Street Station was vital for the importation of raw goods and the shipment of finished products that defined and characterized the Label Street district contributing to its

manufacturing prosperity and vigor. The railroad service and connections were the key to the economic growth of the Crump Label Factory and firms that subsequently located in the study area. Their reliance on the railroad during this era of significance reflects how transportation developed in the northeast and in national trends in the 19<sup>th</sup> century. At this site, the Walnut Street Station first operated on the Montclair Railroad and eventually became the New York and Greenwood Lake Railroad, part of the Erie Railroad. Service began in 1873. It was the first stop in Montclair and originated in Croxton in Jersey City.

2. *Are associated with the lives of persons significant in our past:*

Samuel Crump, founder of the Crump Label Company was an inventor and entrepreneur in the paper industry during the 19<sup>th</sup> century. He was an inventor of several patented devices which improved label design and production in the paper industry. His decision to locate the Crump Label Company in Montclair contributed to the economic viability of many local citizens and the Township's prosperity. He created a self-contained factory complex, capable of designing, manufacturing and transporting their products. Crump sought talented artists to create the images he marketed to the American public. He became a prominent citizen in the Township, contributing financial resources and incentive programs to the schools and the orphanage of the township. Crump was one of the first industrial leaders in the country to promote profit sharing programs for his employees and built housing for employees in the neighborhood of the Crump Label Company. Many of these houses are extant and create the proposed *Label Street Worker Housing* district recommended in the HP Element of the Master Plan. Unfortunately, the diphtheria disease ravaged his household and caused the death of his three small children. This tragedy affected his relationship with Montclair and he ultimately moved to another part of the country. However, the Crump family maintained ties to the community.

3. *Are otherwise of particular historic significance to the Township of Montclair by reflecting the broad cultural and social history of the nation and community.*

The Oiljak Company, which subsequently occupied the two United States Printing Company buildings after the partial Township of Montclair demolition, was a leader in producing products for use in World War II, both nationally and internationally. Known as a "contract" manufacturer, they designed and redesigned products including packaging and shipping for independent companies. Oiljak invented, designed and produced a number of popular objects, including automobile and weapons for the war effort. Oiljak was the largest employer in Montclair during the war years, employing over four hundred people in twenty-four-hour shifts. Oiljak received the renowned "E" award three times during the war years. Oiljak employed engineers who developed new products with innovative designs and materials. The company's departure for

larger and more economical headquarters in Pennsylvania in 1960 was a loss for the community. They were considered an “institution” of Montclair.

These parcels are a part of the larger potential *Walnut Street, Walnut Street Business* and the *Label Street Worker Housing* historic districts as identified in the *Historic Preservation Element of the Master Plan*. These three contiguous lots “demonstrate a unique architectural identity, and is known for its historic association with the development of the railroad and...industrial development.”

Montclair’s *Label Street* district is a very good example of industrial development in the 19<sup>th</sup> century in northern New Jersey, albeit on a smaller scale than national models, powered by entrepreneurs who recognized opportunity and were able to capitalize on it, fostering large and successful businesses with the aid of accessible transportation networks, available raw materials, streams for water power, and labor for military contracts and public demand for popular paper, arts and design products and other useful trades and products. Toney’s Brook provided a power source to a number of industries along its banks. The proximity of the railroad to Label Street factories contributed to the success of the businesses which demonstrates the expansion and reform of various industries, especially the paper trade, after the Civil War. The 20<sup>th</sup> century unveiled the next phase of industrial growth with a dedicated effort for providing armaments for World War II. The state automobile inspection station increased safety of those traveling by personal automobile once that mode became popular. The National Parks Service recognizes these diverse examples as emblematic of industrial expansion in the United States. Retaining the character of the neighborhood as a former industrial district important to Montclair’s history would benefit the entire community by maintaining and preserving the legacy of the industries and people who lived and worked here and contributed significantly to that legacy.

This study area and proposed historic district is bounded by the proposed *Label Street Worker Housing* potential historic district to the north and west, which features low-rise residential and light-industry buildings. It is located within the proposed *Walnut Street Business* potential historic district, which borders the *Walnut Street* potential historic district as defined in the *Historic Preservation Element of the Master Plan* of Montclair Township. Toney’s Brook still winds its way through the area. There is open space for development, however any development of the area should be respectful of the past, low-rise, light manufacturing building type and ambiance of the neighborhood.



## **7. Conclusion**

The Montclair HPC strongly recommends that the proposed ***Label Street Manufacturing District*** be recognized as a locally landmarked Historic district in the Historic Preservation Element of the Master Plan, and/or by the governing body directly pursuant to N.J.S.A. 40:55D-65.1.

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## Appendix A

### Tax Assessments

#### 16 Label Street

Essex County Property Assessment Search Hub - Property Data					Created on 12/14/2022
<b>Owner Information</b>			<b>Property Information</b>		
<b>Name</b>	Montclair Loft Partners Llc		<b>Last Updated</b>	05/25/2018	
<b>Street</b>	7 No. Willow St 8B		<b>Municipality</b>	Montclair Township	
<b>City&amp;State</b>	Montclair, NJ		<b>Block</b>	3307	
<b>Zip</b>	07042		<b>Lot</b>	5	
<b>Sale Information</b>			<b>Qualifier</b>		
<b>Date</b>	09/17/2010		<b>Property Location</b>	16 Label Street	
<b>Deed Book</b>	12275		<b>Property Class Code</b>	4A	
<b>Deed Page</b>	06412		<b>Building Description</b>		
<b>Price</b>	\$750,000		<b>Year Built</b>	1930	
<b>Assessment</b>	\$745,900		<b>Building SqFt</b>	5,756	
<b>Property Use Code</b>			<b>Land Description</b>	50X250SF	
<b>SR1A NU Code</b>	17		<b>Acreage</b>	0	
<b>Sales History</b>			<b>Additional Lots 1</b>		
<b>Date</b>	<b>Price</b>	<b>Assessment</b>	<b>Additional Lots 2</b>		
			<b>Map Page</b>		
			<b>Zoning</b>		
			<b>Old Block</b>		
			<b>Old Lot</b>		
			<b>Old Qualifier</b>		
			<b>Land Value</b>	\$345,600	
			<b>Improvement Value</b>	\$499,000	
			<b>Exemption Amount #1</b>		
			<b>Exemption Amount #2</b>		
			<b>Exemption Amount #3</b>		
			<b>Exemption Amount #4</b>		
			<b>Net Tax Value</b>	\$844,600	
<b>Assessment History</b>					
<b>Year</b>	<b>Class</b>	<b>Land Value</b>	<b>Improvement</b>	<b>Net</b>	
2021	4A	\$345,600	\$499,000	\$844,600	
2020	4A	\$345,600	\$499,000	\$844,600	
2019	4A	\$345,600	\$499,000	\$844,600	
2018	4A	\$345,600	\$499,000	\$844,600	
<b>Exempt Property Information</b>					
<b>EPL Code</b>					
<b>Facility</b>					
<b>Initial Filing Date</b>					
<b>Further Filing Date</b>					
<b>Exempt Statute</b>					



# 18 Label Street

Essex County Property Assessment Search Hub - Property Data					Created on 12/14/2022	
<b>Owner Information</b>					<b>Property Information</b>	
<b>Name</b>	Warehouse Storage Associates Llc				<b>Last Updated</b>	08/22/2018
<b>Street</b>	7 No. Willow St St 8B				<b>Municipality</b>	Montclair Township
<b>City&amp;State</b>	Montclair, NJ				<b>Block</b>	3307
<b>Zip</b>	07042				<b>Lot</b>	6
<b>Sale Information</b>					<b>Qualifier</b>	
<b>Date</b>	02/13/2013				<b>Property Location</b>	18 Label Street
<b>Deed Book</b>	12417				<b>Property Class Code</b>	4A
<b>Deed Page</b>	00500				<b>Building Description</b>	
<b>Price</b>	\$10				<b>Year Built</b>	1950
<b>Assessment</b>	\$732,000				<b>Building SqFt</b>	8,137
<b>Property Use Code</b>	959				<b>Land Description</b>	20256SF
<b>SR1A NU Code</b>	06				<b>Acreage</b>	0
<b>Sales History</b>					<b>Additional Lots 1</b>	
<b>Date</b>	<b>Price</b>	<b>Assessment</b>		<b>Additional Lots 2</b>		
03/04/2011	\$10	\$1,225,400		<b>Map Page</b>		
11/19/2010	\$850,000	\$1,225,400		<b>Zoning</b>	C2	
07/25/1983	\$145,000			<b>Old Block</b>		
<b>Assessment History</b>					<b>Old Lot</b>	
<b>Year</b>	<b>Class</b>	<b>Land Value</b>	<b>Improvement</b>	<b>Net</b>	<b>Old Qualifier</b>	
2021	4A	\$354,500	\$533,900	\$888,400	<b>Land Value</b>	\$354,500
2020	4A	\$354,500	\$533,900	\$888,400	<b>Improvement Value</b>	\$533,900
2019	4A	\$354,500	\$533,900	\$888,400	<b>Exemption Amount #1</b>	
2018	4A	\$354,500	\$533,900	\$888,400	<b>Exemption Amount #2</b>	
<b>Exempt Property Information</b>					<b>Exemption Amount #3</b>	
<b>EPL Code</b>					<b>Exemption Amount #4</b>	
<b>Facility</b>					<b>Net Tax Value</b>	\$888,400
<b>Initial Filing Date</b>						
<b>Further Filing Date</b>						
<b>Exempt Statute</b>						

## 6-10 Erie Street

Essex County Property Assessment Search Hub - Property Data					Created on 12/14/2022				
<b>Owner Information</b>					<b>Property Information</b>				
<b>Name</b>	34 Label Street Associates				<b>Last Updated</b>	03/14/2018			
<b>Street</b>	Po Box 173				<b>Municipality</b>	Montclair Township			
<b>City&amp;State</b>	Montclair, NJ				<b>Block</b>	3307			
<b>Zip</b>	07042				<b>Lot</b>	7			
<b>Sale Information</b>					<b>Qualifier</b>				
<b>Date</b>	09/05/1985				<b>Property Location</b>	6-10 Erie Street			
<b>Deed Book</b>	4889				<b>Property Class Code</b>	4B			
<b>Deed Page</b>	00966				<b>Building Description</b>				
<b>Price</b>	\$589,000				<b>Year Built</b>	1880			
<b>Assessment</b>	\$0				<b>Building SqFt</b>	0			
<b>Property Use Code</b>					<b>Land Description</b>	68000SF			
<b>SR1A NU Code</b>					<b>Acreage</b>	2			
<b>Sales History</b>					<b>Additional Lots 1</b>				
<b>Date</b>	<b>Price</b>	<b>Assessment</b>		<b>Additional Lots 2</b>					
					<b>Map Page</b>				
					<b>Zoning</b>	C2			
					<b>Old Block</b>				
					<b>Old Lot</b>				
					<b>Old Qualifier</b>				
					<b>Land Value</b>	\$595,000			
					<b>Improvement Value</b>	\$3,531,800			
					<b>Exemption Amount #1</b>				
					<b>Exemption Amount #2</b>				
					<b>Exemption Amount #3</b>				
					<b>Exemption Amount #4</b>				
					<b>Net Tax Value</b>	\$4,126,800			
<b>Assessment History</b>									
<b>Year</b>	<b>Class</b>	<b>Land Value</b>	<b>Improvement</b>	<b>Net</b>					
2021	4B	\$595,000	\$3,531,800	\$4,126,800					
2020	4B	\$595,000	\$3,531,800	\$4,126,800					
2019	4B	\$595,000	\$3,531,800	\$4,126,800					
2018	4B	\$595,000	\$3,531,800	\$4,126,800					
<b>Exempt Property Information</b>									
<b>EPL Code</b>									
<b>Facility</b>									
<b>Initial Filing Date</b>									
<b>Further Filing Date</b>									
<b>Exempt Statute</b>									

## Appendix B

### Photos of Properties

#### 16 Label Street - Parcel 1



Former Inspection Station – 1937

#### 18 Label Street - Parcel 2



Steel beams, original railroad bridge spanning Toney's Brook



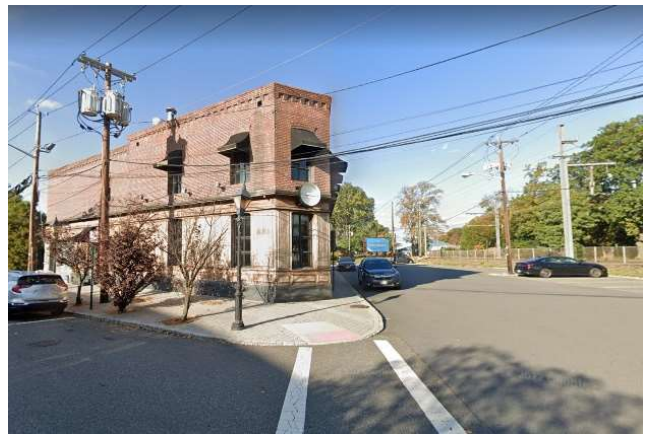
**18 Label Street - Parcel 2**



Oiljak Company building - 1946



**6-10 Erie Street - Parcel 3**



6 Erie Street – 1906 – United States Printing Company. Corner commercial office building. Additions to the west on Label and the north on Erie.

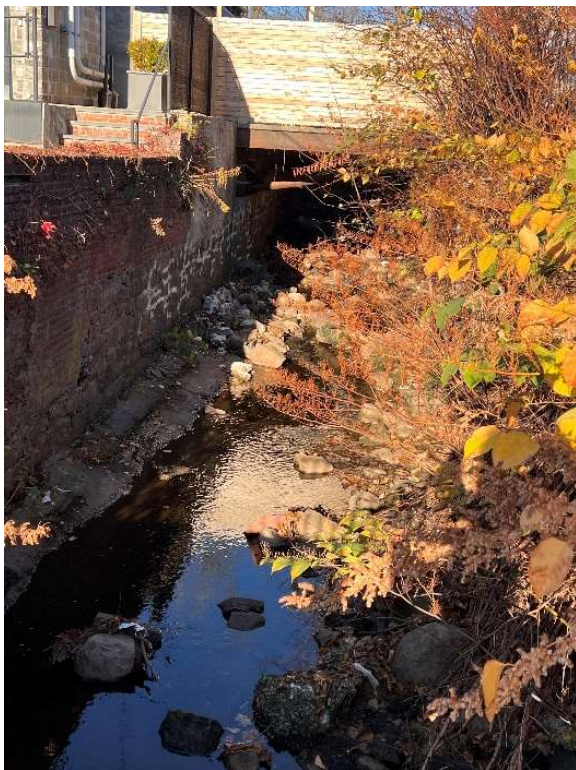
**6- 10 Erie Street - Parcel 3**



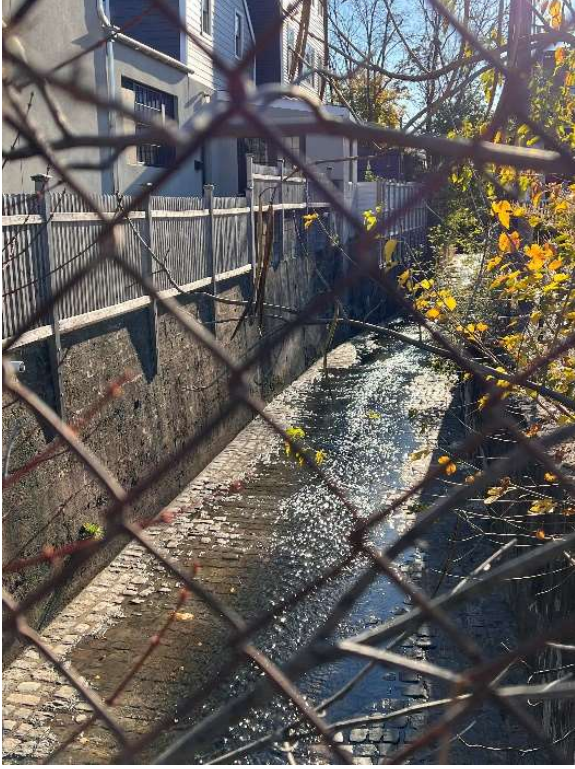


10 Erie Street – 1907 – United States Printing Company warehouse building. Additions to the south and west of the original building

**Toney's Brook**



Looking north from Label Street



Looking south from Label Street



**Appendix C**

**Montclair Deeds / Deed Book 34 Box 18/ Montclair Public Library**

19

Ward. Map 34 Block G Lot 30 V

Date June 10 1897 Liber \_\_\_\_\_ Pa. \_\_\_\_\_

Cons. \$ 500 Ack'd July 9 1897 Recorded July 9 1897

Grantors  
Alfred J Crane  
Rhoda C  
widow of Amos

Grantees The United States Printing Co

No. \_\_\_\_\_ Street, \_\_\_\_\_

Beginning A corner of John Shea land where it joins lands of the United States Printing Co

the N 38° 15' E by John Shea 1.9'  
S 50° 5' E 12.6" to John Cooper Gessing  
by his land S 31° 10' 20" 16.7"  
to lands of A Printing Co  
and " S 46° 4' W 13.7" by

20

Ward. Map 34 Block G Lot 30 V

Date July 9 1897 Liber \_\_\_\_\_ Pa. \_\_\_\_\_

Cons. \$ 100 Ack'd 9 1897 Recorded July 9 1897

Grantors  
John Cooper Gessing

Grantees The United States Printing Co of Ohio

No. \_\_\_\_\_ Street, \_\_\_\_\_

Beginning A corner of a lot of land recently conveyed by Rhoda C Crane - Alfred J Crane to John Cooper Gessing in line of land belonging to the United States Printing Co of Ohio

the N 38° 15' E 14.5"  
S 50° 5' W 39.6" to dividing line between this land and lot of Alfred J Crane  
along said dividing line S 38° 15' W 16.7"  
to line land of A Printing Co  
" " land S 46° 4' E 39.7" by  
survey restrictions

D 30-156



*34 & 30 part*

**DEED** Block \_\_\_\_\_ No. \_\_\_\_\_

Date of Deed NOV 13/15 1911 Liber \_\_\_\_\_ pa. \_\_\_\_\_

Cons. \$ 1 Ack'd NOV 13/15 1911 Recorded NOV 19/15 1911

**Grantors**  
 THE UNITED STATES PRINTING COMPANY  
 A CORP OHIO

**Grantees**  
 THE UNITED STATES PRINTING AND LITHOGRAPH COMPANY  
 A CORP OHIO

**Premises**  
 TOWN MONT  
 1ST TRACT  
 B IN S L OAK PL & AT E COR JOHN CASPER GRESSING'S LD  
 TH ALG SD OAK PL S 50°5'E 52 FT TO A NEW ST CALLED ERIE ST  
 ALG SD ERIE ST S 18°21'W 76 FT  
 FURTHER ALG SD ERIE ST S 70°21'W 46 FT 6 IN TO SD OF THE @  
 ALG LDS OF SD @ N 50°5'W 96 FT 4 IN TO LOS OF SD GRESSING  
 ALG LDS OF SD GRESSING N 38°15'E 110 FT TO SD OAK PL & B  
 SUB TO COVS CONTAINED IN DEED  
 \$89 414  
 OVER

*34 BLOCK G LOT 30*

**DEED** Block \_\_\_\_\_ No. \_\_\_\_\_

DATE OF DEED JUL 29/29 1911 LIBER \_\_\_\_\_ PA. \_\_\_\_\_

CONS. \$ 150,000 ACK'D JUL 29/29 1911 RECORDED JUL 30/29 1911

**GRANTORS**  
 THE UNITED STATES PRINTING & LITHOGRAPH COMPANY  
 CORP OHIO

**GRANTEES**  
 TOWN OF MONTCLAIR IN THE COUNTY OF ESSEX  
 A MUNI CORP OF N J

**PREMISES**  
 MONT  
 GRANT: GIVE, GRANT, BARGAIN, SELL, ALIEN, REL., ENF., CONVEY AND CONFIRM UNTO THE \_\_\_\_\_ AND TO \_\_\_\_\_ HEIRS, SUCCRS., EXRS., ADMRS. AND ASSIGNS FOREVER.  
 B AT A PT AT INTER OF E L FOREST ST & N L OF LABEL ST  
 TH ALG SD N L LSBEL ST S 46° 20' E 566.47 FT TO LD OF NEW YORK & GREENWOOD LAKE R R  
 TH ALG SD L N XXX 29° 29' E 103.70 FT  
 TH STILL ALG SD L N 17° 10' E 44.83 FT  
 TH N 45° 51' W 33.61 FT TO W L ERIE ST  
 TH ALG SD W L ERIE ST ON A CURVE TO RIGHT WITH A RAD OF 1985 FT COR A DIST 71.50 FT  
 TH STILL ALG SD W L ERIE ST N 18° 31' E 76 FT TO S L OAK PL  
 TH ALG SD S L OAK PL N 50° 5' W 302 FT TO LD NOW OR FMLY BENJAMIN LOMBARDI  
 TH ALG SD LD OF LOMBARDI & LDS OF ANNIE  
 (OVER)

FIDELITY UNION TITLE AND MORTGAGE GUARANTY COMPANY.

#43 AON  
**ESSEX COUNTY REGISTER'S OFFICE**  
**DEED** *51400* **MAP 34 BLOCK G**  
 By *Oiljak* **TOWN OF MONTCLAIR** *Palmer No. 19*  
 To **OILJAK MFG CO INC**  
**A CORP OF N J**  
 Dated **9-21-46** Ack **9-21-46**  
 Rec **12-30-46** Book **F-109-15**  
 Returned to: **Essex T Gty & Tr Co**  
**Montcl**  
 Stamps None Cons. \$1.  
 Liens None

**ALL INTEREST IN MONTCLAIR LANDS DESCRIBED AS FOLLOWS:**

B at a pt in the N l of Label St dist E alg sd l 235.00 ft from the inter of sd l with the E l of Forest St  
 TH alg the N l of Label St S 46° 20' E 321.16 ft to the W l of Erie St an unaccepted street  
 TH alg sd last ment l N 17° 41' E 156.79 ft to a pt in the W l of Erie St  
 TH alg the W l of Erie St on a curve to the right with a radius of 1,985.00 ft for a dist of 12.57 ft to the S wall of a brick building  
 TH alg sd S wall S 48° 26' 30" E 0.81 ft to the inter of sd S wall with the E face of the E wall of sd building  
 TH ALG THE sd E face of the E wall of sd building and the ext thereof N 17° 56' E 135.02 ft to the inter of the ext of sd east face with the S l of Oak Pl  
 TH alg the last ment line N 50° 05' W 320.57 ft to the E l of land n/f of Benjamin Lombardi  
 TH alg the last ment l and l of lands n/f of Annie Buhler and G Petullo S 38° 15' W 110.35 ft

#46 AON  
**ESSEX COUNTY REGISTER'S OFFICE**  
**DEED** *53400* **MAP 34 BLOCK G**  
 By **THE OILJAK MFG CO INC**  
**18 DEPOT SQUARE MONTCL**  
 To **MICHAEL QUADREL & LEONILDA WIFE**  
**MONTCLAIR**  
 Dated **2-8-50** Ack **2-9-50**  
 Rec **2-16-50** Book **0-114 142**  
 Returned to: **Essex Title**  
**Montclair**  
 Stamps \$2.20 Cons. \$1.  
 Liens None

**ALL INTEREST IN MONTCLAIR LANDS DESCRIBED AS FOLLOWS:**

B at a pt on the N E sd of Label St dist therein N W 273.05 ft from the N W l of the New York and Greenwood Lake R R Co now Erie R R  
 TH runn alg land of The Oiljak Mfg Co Inc N 43° 35' E 121.81 ft  
 TH still alg sd l N 3° 25' E 37.66 ft  
 TH still alg their l N 15° 28' W 126.71 ft  
 TH still alg their l N 39° 55' E 40.28 ft to a pt in the S W sd of Oak Pl  
 TH alg sd Oak Pl N 50° 5' W 25 ft to a pt in l of lands n/f of Benjamin Lombardi  
 TH alg his l and lines of lands n/f of Annie Buhler and l of lands n/f of Petullo and wife on a course of S 38° 15' W 110.35 ft to a pt in other lands of The Oiljak Mfg Co Inc  
 TH alg land on the course of S 46° 4' E 101.31 ft  
 TH S 43° 2' 40" W still alg lands of The Oiljak Mfg Co Inc 93.80 ft to a pt in lands of Town of Montclair  
 TH alg their lands S 43° 40' W 50 ft to a pt in the N E sd of Label St  
 TH alg sd street S 46° 20' E 48.11 ft to the pl of B

**Appendix D**  
**Cultural Resources Report, New Jersey Department of Motor Vehicles,**  
**National Regis Eligibility and Effects Evaluation**  
**June 9, 1998**



## State of New Jersey

Christine Todd Whitman  
Governor

Department of Environmental Protection  
Division of Parks & Forestry  
Historic Preservation Office  
PO Box 404  
Trenton, N.J. 08625-0404  
TEL: (609)292-2023  
FAX: (609)984-0578

Robert C. Shinn, Jr.  
Commissioner

HPO-F98-37  
June 9, 1998

Mr. Andras Fekete  
Manager  
Bureau of Environmental Services  
New Jersey Department of Transportation  
CN 600  
1035 Parkway Avenue  
Trenton, New Jersey 08625-0600

Dear Mr. Fekete:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing consultation comments for the following project:

### **Enhanced Inspection and Maintenance Station Improvements Statewide**

**SUMMARY:** The project as currently designed will have **no adverse effect** on **nine (9)** of the **eleven (11) historic architectural properties** located within the area of potential effects (APE) of the proposed statewide inspection and maintenance station improvements project and identified as eligible to be listed in the National Register of Historic Places (NRHP). This evaluation is based on the information submitted to the Historic Preservation Office (HPO) for staff review. (See **800.4 Identifying Historic Properties** and **800.5 Assessing Effects** below.)

These comments are in response to your letter dated **May 26, 1998**, with draft project report attached, received at this office **May 27, 1998**, requesting Section 106 review and concurrence for the architectural inventory and evaluation for this **Enhanced Inspection and Maintenance Station Improvements Statewide Project**. The report submitted for HPO staff review and concurrence is:



Mr. Andras Fekete, NJDOT, BES  
Inspection Station Improvements Statewide  
HPO Log #98-1261, HPO-F98-37  
June 9, 1998  
Page 2 of 5

**Brown, Marvin A., 1998 [DRAFT 05/22/98]. *Cultural Resources Report, New Jersey Department Of Motor Vehicles, Vehicle Inspection Stations Statewide, New Jersey, National Register Eligibility and Effects Evaluation.* Prepared For: The New Jersey Department Of Transportation; Prepared By: URS Greiner, Inc., 561 Cedar Lane, Florence, New Jersey 08518.**

#### **800.4 Identifying Historic Properties**

The historic architectural inventory and evaluation efforts described in the submitted report were adequate to identify historic architectural properties listed in the NRHP or eligible to be listed in the NRHP. As Deputy State Historic Preservation Officer for New Jersey, I concur with the submitted report that the following eleven (11) **New Jersey Department of Transportation, Division of Motor Vehicle Services, Inspection Stations** are eligible to be listed in the NRHP under NRHP Evaluation Criterion A and Criterion C:

1. **Washington Motor Vehicle Inspection Station**, Route 31, Washington, Warren County;
2. **Somerville Motor Vehicle Inspection Station**, 61 Central Avenue, Somerville, Somerset County;
3. **Westfield Motor Vehicle Inspection Station**, 410 South Avenue, Westfield, Union County;
4. **Freehold Motor Vehicle Inspection Station**, Route 9 South, Freehold Township, Monmouth County;
5. **Toms River Motor Vehicle Inspection Station**, 935 Lakeland Road, Toms River, Ocean County;
6. **Salem Motor Vehicle Inspection Station**, 185 Route 45, Mannington Township, Salem County;
7. **Cape May Court House Motor Vehicle Inspection Station**, 546 West Shell Bay Avenue, Middle Township, Cape May County;
8. **Montclair Motor Vehicle Inspection Station**, 16 Label Street, Montclair, Essex County;

Mr. Andras Fekete, NJDOT, BES  
Inspection Station Improvements Statewide  
HPO Log #98-1261, HPO-F98-37  
June 9, 1998  
Page 3 of 5

9. **Morristown Motor Vehicle Inspection Station**, 101 Ridgedale Avenue, Morristown, Morris County;
10. **Millville Motor Vehicle Inspection Station**, 1406 Wheaton Avenue, Millville, Cumberland County; and
11. **Jersey City Motor Vehicle Inspection Station**, 117 Roosevelt Avenue, Jersey City, Hudson County.

The above referenced historic architectural properties, i.e. **New Jersey Department of Transportation, Division of Motor Vehicle Services, Inspection Stations**, are eleven (11) of the thirteen (13) stations that survive from among the original twenty eight (28) state-operated motor vehicle inspection stations constructed ca. 1937-1938 pursuant to the enactment of state legislation requiring mandatory motor vehicle inspection, i.e. New Jersey Department of Motor Vehicles c.1994a:2. As apparent from historic photographs, they retain integrity of their 1937-1938 construction and are therefore eligible under NRHP Evaluation Criterion A because of their association with the history of New Jersey's efforts to promote motor vehicle and highway safety, and under Criterion C because they embody the distinctive characteristics of a property type, i.e. a 1937-1938 New Jersey Department of Motor Vehicles Inspection Station designed to fulfill functional inspection requirements as delineated by New Jersey State legislation.

#### 800.5 Assessing Effects

Based on the information contained in the submitted report, HPO staff have determined that the project as currently designed will have **no adverse effect** on nine (9) of the above referenced eleven (11) **New Jersey Department of Transportation, Division of Motor Vehicle Services, Inspection and Maintenance Stations** statewide which have been found eligible to be listed in the NRHP, i.e. stations no. one (1) through no. three (3), and stations no. six (6) through no. eleven (11) above, because the project scope of work proposes to install a chassis dynamometer, an emissions analyzer, and other inspection-related equipment and supplies in inspection lanes of the identified historic architectural properties. The report indicates that construction will be limited to the following items:

1. excavation to allow the installation of the dynamometers;
2. erection of temperature-controlled enclosures; and
3. modifications as necessary to accommodate the equipment which may include improvements to:

Mr. Andras Fekete, NJDOT, BES  
Inspection Station Improvements Statewide  
HPO Log #98-1261, HPO-F98-37  
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- a. electrical systems;
- b. plumbing systems; and
- c. ventilation systems.

All planned modifications are to be made within the existing building and no alterations to the exterior of the building are anticipated. These changes will not alter character defining features of the buildings which qualify them for inclusion in the NRHP.

The New Jersey Department of Transportation, Division of Motor Vehicle Services, is not proposing to alter two (2) of the eleven (11) stations, i.e. stations no. four (4) and no. five (5) above, as part of the implementation of the **Enhanced Vehicle Maintenance Program** or in any way at this time. Effects this project will have on stations no. four (4) and no. five (5) identified above, therefore, have not been assessed.

#### **Additional Report Review Comments**

The following comments should be incorporated into the project report before submission to the HPO for final review and concurrence:

1. The historic context narrative discussion, i.e. **Chapter III, Historic Context**, opens abruptly with a narrative of the voluntary motor vehicle inspection program in this state, the State of New Jersey, and other states in the United States of America, and subsequent enactment of legislation requiring mandatory periodic inspections. However, the narrative discussion should provide insight into the necessity to initiate voluntary motor vehicle inspection and, consequently, mandatory motor vehicle inspection to ensure the safety of the motoring public. Although identifying one thousand two hundred seventy eight (1,278) traffic fatalities in 1937 and eight hundred sixty five (865) traffic fatalities in 1938, the first year of mandatory inspections, clearly measures the success of the program, the narrative should provide an account of how traffic related injuries escalated because of the increased number of motorized vehicles on public roadways, how traffic related fatalities escalated to one thousand two hundred seventy eight (1,278) by 1937, and what public action identified the need for the state legislature to initiate legislation to promote and ensure highway safety. Increased motorized vehicular traffic on improved highways displacing horse drawn vehicles, and traffic injuries and traffic fatalities caused specifically by motor vehicular mechanical failures rather than human failure, negligence, and/or other

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uncontrollable variables of weather conditions combined with and/or also creating non-negotiable topography, should be clearly delineated if possible.

2. Under NRHP Evaluation Criterion C, the identified resources are eligible to be listed in the NRHP because they embody the distinctive characteristics of a property type, not a method of construction.
3. Please provide block and lot number for all properties identified and evaluated as eligible to be listed in the NRHP.

I look forward to continuing consultation for this **Enhanced Inspection and Maintenance Station Improvements Statewide Project** as the report is finalized and submitted for HPO review and concurrence. If you have questions concerning this project review, please contact HPO staff Carl Nittinger for architecture at 609-984-0141.

Sincerely,



Dorothy P. Guzzo  
Deputy State Historic  
Preservation Officer

DPG/cn  
Log #98-1261  
c:\My documents\106.REV\HPO-F98.037)  
c. R. Schroeder, FHWA  
V. Martinez, FHWA  
T. McGough, NJDOT  
T. Wright, NJDOT  
T. Sabidussi, NJDOT  
J. Oroszvary, NJDOT  
L. Rappleye-Marsett, NJDOT, BES



NEW JERSEY HISTORIC SITES INVENTORY FORM  
NEW JERSEY DEPARTMENT OF TRANSPORTATION PROJECT -- URS GREINER, INC.

INDIVIDUAL PROPERTY SURVEY FORM

PROJECT: NATIONAL REGISTER ELIGIBILITY AND EFFECTS  
EVALUATION OF NEW JERSEY DEPARTMENT OF MOTOR VEHICLE  
INSPECTION STATIONS, STATEWIDE

HISTORIC SITES INVENTORY #:  
URS GREINER SURVEY #: 9

PROPERTY NAME: MONTCLAIR MOTOR VEHICLE INSPECTION STATION      PRESENT OWNER(S): LEASED BY NJDOT

LOCATION: 16 LABEL STREET

MUNICIPALITY: MONTCLAIR      COUNTY: ESSEX

DESCRIPTION

CONSTRUCTION DATE: c. 1937-1938      SOURCE OF DATE: NJDMV  
PROPERTY TYPE: MOTOR VEHICLE INSPECTION STATION      PHYSICAL CONDITION: GOOD  
ARCHITECT/BUILDER: LIKELY DESIGNED BY NJDMV  
FORM/PLAN: RECTANGULAR      STYLISTIC INFLUENCES:  
PHYSICAL ENVIRONMENT: SEE CONTINUATION SHEETS

ARCHITECTURAL DESCRIPTION

SEE CONTINUATION SHEETS

SIGNIFICANCE

ORIGINAL USE: MOTOR VEHICLE INSPECTION STATION      PRESENT USE: MOTOR VEHICLE INSPECTION STATION  
NATIONAL REGISTER ELIGIBILITY:    XX  INDIVIDUALLY     POTENTIAL DISTRICT     NOT ELIGIBLE  
THREATS TO PROPERTY: NONE

STATEMENT OF SIGNIFICANCE

SEE CONTINUATION SHEETS

BIBLIOGRAPHY

Bolger, David

1998 Personal communication with Mr. Bolger of Bolger and Associates, owner of the Ridgewood inspection station and surrounding property, May, 1998.

Files of the NJDMV, which include late 1930s photographs of some inspection stations.

McGinn, Richie

1998 Personal communication with Mr. McGinn, long-time Toms River inspection station employee, May, 1998.

[New Jersey Department of Motor Vehicles]

c1994 "A Brief History of New Jersey's Motor Vehicle Services." Seven-page manuscript on file at the NJDOT, Trenton. different versions of the document, with the same title, exist.

c1988 "A Brief History of New Jersey's Motor Vehicle Services." Seven-page manuscript on file at the NJDOT, Trenton. different versions of the document, with the same title, exist.

URS Greiner, Inc.

1998 *Cultural Resources Report, New Jersey Department of Motor Vehicles, Vehicle Inspection Stations, Statewide, New Jersey, National Register Eligibility and Effects Evaluation.* Prepared for the NJDOT.

Vaughn Organization

1987 *Master Plan, DBC S200, Facilities Inventory and Master Plan for Renovations of DMV Inspection Stations.* Prepared by Vaughn Organization, Architects/Planners, and J.M. DiGiacinto and Associates, Consulting Engineers, for the New Jersey Department of Motor Vehicles.

GEOGRAPHIC DATA

USGS QUAD NAME: ORANGE

UTM REFERENCE(S):   /  /  

TAX MAP NUMBER, BLOCK, & LOT: Block 3304, Lot 5

BOUNDARY JUSTIFICATION: HISTORIC BOUNDARIES; BLOCK AND LOT NUMBER FROM TAX MAP

PHOTOGRAPHS

PHOTOGRAPH 1 - WEST EXIT ELEVATION

[SEE URS GREINER *CULTURAL RESOURCES REPORT*, 1998, FOR ADDITIONAL PHOTOGRAPHS]

DATE OF PHOTOGRAPH - APRIL 1998; PHOTOGRAPHER - E. MADELEINE SCHEERER

LOCATION OF NEGATIVES - URS GREINER, 6200 FALLS OF NEUSE ROAD, SUITE 101, RALEIGH, NC 27609

SURVEYOR

MARVIN A. BROWN AND E. MADELEINE SCHEERER

URS GREINER, 561 CEDAR LANE, FLORENCE NJ 08518

ARCHITECTURAL DESCRIPTION / STATEMENT OF SIGNIFICANCE

*Description*

The Montclair motor vehicle inspection station is a long, relatively narrow, two-lane-wide, rectangular building. All four of its elevations are brick bearing walls. These walls, which are laid with pilasters and corbeling, make this perhaps the most aesthetically pleasing of the state's 13 early inspection stations. Brick walls and pilasters support wood roof trusses that carry tongue-and-groove decking and wood purlins. The gabled roof is pierced by ventilation stacks.

The Station's east entrance elevation is dominated by two large vehicle bays. The bays' overhead metal doors are not original. (All of the original wooden overhead doors at the state's 13 original Stations, with the possible exception of those at Cape May Court House, have been replaced by functional, modern, metal doors over time.) Topping the entrance elevation is a gabled parapet roof fringed with brick corbeling. A long, narrow, inset panel runs beneath the parapet. Its stucco infill appears to be original. The west exit elevation is nearly identical to that of the entry. Affixed to the east and west elevations are modern signs of moderate size that provide operation and safety information.

The principal feature of the Station's north side elevation is a row of large window openings. The windows are fixed in steel frames with operable, tilting, hopper-type central components. This row of windows is among the Station's most dominant features and is also one of its most functional elements, providing light and ventilation for the inspectors working within. The windows are set in recessed panels outlined by brick corbeling and pilasters. Brick corbeling also edges the roof line. The south side elevation is marked by the same large windows, except at its west, which is edged by a long, narrow, shed-roofed extension, original to the building, that contains the Station's office, bathroom, and breakroom. This extension is of brick with decorative corbeling, like the main body of the building. The office entry is set flush with the west exit elevation. Unlike the one-lane Stations, the extension holds all of the Station's subsidiary service spaces. Pulling these functions entirely to the outside allowed the main block of the building to hold two lanes without being substantially wider than the state's one-lane Stations. It also allowed the main block to be built with no doorways, but only vehicle entryways.

Inside, the Station is simply two long open inspection lanes. The interior masonry walls are exposed and painted, as is the ceiling. Concrete forms the inspection lane floors. The Station's testing equipment has been modernized and replaced over time, but essentially the same vehicle safety attributes have continued to be tested. The Station's emissions testing equipment was first installed around 1969.

The Station is located on a long narrow lot at the northeast corner of the intersection of Forest Avenue and Label Street. Vehicles enter off of Label Street from the south and make a 90-degree turn into the Station. They exit directly west onto Forest Avenue. The entry and exit drives follow their original paths, but have been repaved and likely widened near the ends of the property over time, particularly at the south toward Label Street.

ARCHITECTURAL DESCRIPTION / STATEMENT OF SIGNIFICANCE

Most of the lot is taken up by the building and the entry and exit lanes. A paved parking area is located along the north side of the building; a small grassy strip edged with a few trees separates the building from Label Street. The original appearance of the property is not known, but it was always subservient to the function of the Station and is now characterized by paved drives and parking. Modern informational signs mark the periphery of the property. The lot is located in the town of Montclair, west of a rail line in an area of mixed residential and non-residential use.

*History*

In 1937-1938, New Jersey established 28 motor vehicle inspection stations throughout the state as part of its new mandatory motor vehicle inspection law (New Jersey Department of Motor Vehicles c.1994:2). These Stations were part of the state's efforts to improve motor vehicle and highway safety. Thirteen of these Stations, including the one in Montclair, remain in operation. Not all of the 13 Stations were built and owned by New Jersey, although the state operated each one. Four of the Stations--Ridgewood, Somerville, Jersey City, and the instant one in Montclair--are currently, and were likely always, leased. The Montclair Station presently services northern Essex County.

The Montclair Station and the three other surviving, original, two-lane Stations--Morristown, Asbury Park, and Millville--were built with nearly identical designs, but for minor differences in materials, subsidiary service space, and parapet pitch. The giving of a design by the state to the builders of the Ridgewood Station (Bolger 1998), the marked similarity of design of the 13 Stations, and the state-operated function of the Stations suggest that the Stations were built from a few designs generated by the state. Unfortunately, neither original plans nor drawings have been located for the Montclair Station or any of its contemporaries.

*National Register Eligibility and Boundaries*

The Montclair Station is one of New Jersey's 13 surviving, original, state-operated motor vehicle inspection stations. Other than largely functional changes, it has been little altered since its construction, retains its integrity, and meets the Registration Requirements described at Section IV.C of URS Greiner's *Cultural Resources Report* (1998). It is therefore believed to be eligible for listing in the National Register under Criterion A, for its association with the history of New Jersey's efforts to promote motor vehicle and highway safety, and under Criterion C, as an embodiment of a type of construction, the motor vehicle inspection station.

The recommended National Register boundaries for the Montclair Station are those of its current lot, which are believed to be concurrent with its historic boundaries. This lot, which extends along Label Street, bears the legal description of Town of Montclair Block 3304, Lot 5. It encompasses approximately one-quarter acre. It is leased by the state.



ARCHITECTURAL DESCRIPTION / STATEMENT OF SIGNIFICANCE

*Effects*

The New Jersey Department of Motor Vehicles plans to install a chassis dynamometer, an emissions analyzer, and other inspection-related equipment and supplies in the single inspection lane of the Montclair Station. Excavation to allow the installation of the dynamometers, the erection of temperature-controlled enclosures, and certain other modifications may also be necessary to accommodate the equipment. Additional modifications within the Station will likely also include improvements to its electrical, plumbing, ventilation, and similar systems. All planned modifications are to be made within the existing building and no alterations to the exterior of the building are anticipated. It is believed that these changes will not alter characteristics of the Montclair Station--as described at the Registration Requirements outlined at Section IV.C of URS Greiner's *Cultural Resources Report* (1998)--that qualify it for inclusion in the National Register. These changes will therefore not have an effect upon the Montclair Station as defined at 36 CFR 800.9.

HISTORIC SITES INVENTORY #:

COUNTY: Essex

MUNICIPALITY: Essex

ADDRESS: 16 LABEL STREET

SITE PLAN

PHOTO INFORMATION

PHOTOGRAPH 1

